

PUBLIC WORKS, IRELAND.

SEVENTY-FIRST ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS

IN

IRELAND:

WITH

APPENDICES.

FOR THE YEAR ENDING 31ST MARCH, 1903.

Presented to both Houses of Parliament by Command of His Majesty.



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PUBLIC WORKS, IRELAND.

SEVENTY-FIRST ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS IN IRELAND. FOR THE YEAR 1902-1903.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

MAY IT PLEASE YOUR LORDSHIPS,

We beg to submit the Seventy-first Annual Report of the Board.

Our report follows the order adopted for some years past, dealing with the business of the year under the following heads:—

- (1.) Public Works and Buildings, including National and Ancient Monuments.
- (2.) Light Railways and Tramways.
- (3.) Loans.
- (4.) Miscellaneous duties of the Board.

The body of the Report contains statements and observations on matters under each of the four divisions which appear to deserve special notice. Details as to the various services are given in the Appendices.

L.—PUBLIC WORKS AND BUILDINGS, INCLUDING NATIONAL AND ANCIENT MONUMENTS.

Details of the provision made by Parliament for the year 1902-1903 for Public Works and Buildings, including National and Ancient Monuments, will be found at pp. 55-63 of the Estimates for that year. The Public Buildings (Ireland) Vote is included in Class L, and comprises the following:—

Naval and Military; State and Official Residences; Civil Departments (including Science and Art Buildings in charge of Department of Agriculture); Legal Departments; Dublin Metropolitan Police; Royal Irish Constabulary; Dardanel Criminal Lunatic Asylum; Public Education; Royal University and Queen's Colleges; Revenue Departments.

The Vote also embraces:—

Royal Parks and Gardens:—

Phoenix Park; St. Stephen's Green; the Curragh of Kildare.

Royal Harbours:—

Kingsgate; Howth; Donaghadee; Dunmore; Ardross.

Inland Navigation:—

Maigne.

Ancient Monuments Protection Act 1882 (45 & 46 Vic., c. 73).

Ditto, ditto, 1892 (55 & 56 Vic., c. 46).

In addition to works, &c., for which provision is made by Vote of Parliament, Part I. of this Report also deals with certain new works connected with Fishery Piers and Harbours, the cost of which is met out of moneys provided from the Irish Church Fund, under the Sea Fisheries (Ireland) Act, 1883 (46 & 47 Vic., c. 26), and with expenditure under the Marine Works (Ireland) Act, 1902 (2 Ed. VII, c. 34).

SEA FISHERIES (IRELAND) ACT, 1883.

46 & 47 Vic., c. 26.

£250,000 was provided by this Act from the Irish Church Fund for building and improving fishery piers and harbours. Of this sum there remained undrawn on the 31st March, 1902, £3,000. This, with a cash balance of £8,412 3s. from repayments at foot of loans advanced out of the amount provided, made up a sum of £11,412 3s. In addition, £3,995 16s. 7d. was, at the date mentioned, still outstanding on those loans.

As stated in our Sixty-eighth Report, it was decided in 1899-1900 that a portion of the money then available should be expended on works at Portstewart (County Londonderry), Portavogie (County Down), and Kilronan (Arran Islands, County Galway). In the case of Kilronan, the Congested Districts Board agreed to contribute one-fourth of the cost—the contribution not to exceed £1,000.

During the year under Report the contribution just mentioned was received and also one of £300 from the County Council of Galway to works at Spiddal Pier, referred to (p. 6) in our Report for 1901-02. In addition £1,850 5s. 6d. was received in payment at foot of outstanding loans. The expenditure in 1902-03 on works at Portstewart, Portavogie, Kilronan, and Spiddal amounted to £5,740 17s. 4d., to which have to be added the expenses of the Engineering Staff employed, £516 8s. 10d. These receipts and payments had the effect of reducing the Cash Balance from £8,412 3s. at the beginning of the year to £4,805 2s. 4d. at its close.

The works executed at Kilronan have been transferred to the County Authorities for maintenance under Statute 16 & 17 Vic., c. 136, s. 7, and those at Portstewart, County Londonderry, are in process of transfer. The new pier and viaduct at Portavogie, County Down, have been completed, with the exception of certain submarine rock excavation, which has caused some difficulty.

New works, consisting of a slip, pathway, and a short breakwater at Ardmore, County Waterford, have been designed at an estimated cost of £3,000, of which £1,000 is to be contributed by the County Council, £1,000 by the Department of Agriculture and Technical Instruction, and the balance from the Sea Fisheries Fund. Preliminary notices have been issued and a tender at £2,932 12s. has been accepted. The cost of supervision, &c., will bring the expenditure slightly above the estimate of £3,000. It has been arranged that this excess will be met by the Department of Agriculture and Technical Instruction.

The funds available to meet cost of works in progress and of any additional works to be undertaken under the Sea Fisheries Act were as follows on the 31st March, 1903:—

	£	s.	d.
Portion of grant undrawn,	.	.	3,000 0 0
Cash in hands,	.	.	4,805 2 4
Repayments to be received,	.	.	2,645 11 1
Contributions (Ardmore),	.	.	2,000 0 0
	<hr/>	<hr/>	<hr/>
	£12,450	18	5

The estimated cost of completing works in progress or authorized, including Ardmore, but exclusive of salaries, &c., of Engineering Staff, is between £4,500 and £5,000.

Repairs to the foundation works at the head of Teelin Pier, County Donegal, were carried out by the Board at a cost of £625, the funds being provided by the Congested Districts Board. The repairs executed in 1900-01 to the Spiddal Pier, County Galway, withstood satisfactorily a severe test during the westerly storm of 26th February last.

MARINE WORKS (IRELAND) ACT, 1902.

2 Edw. VII., cap. 24.

The provisions of this Statute are explained, *infra* pp. 23 and 29 in our usual statement of legislation bearing on the services administered by the Board. The first important step in the formal procedure (namely, the Certificate of the Lord Lieutenant of the necessity for the proposed works, and the impossibility owing to exceptional circumstances of their being executed without special assistance from the State) required, as a preliminary, that the conditions of different localities, and the character of the works to be carried out for their benefit should be considered by the Irish Government. This necessarily took time, and no certificate was issued before the 31st March, 1903. Many surveys and preliminary estimates have, however, been made by the Board, at the request of the Executive, and since the end of the financial year under report progress has been made in the issue of certificates and the preparation of plans. It is anticipated that before the close of the present year the main duties imposed on us by the Act, namely, the construction of works, will be well in course of operation.

NATIONAL GALLERY EXTENSION.

This work was completed by the close of the year, and the building was opened to the public on Easter Monday, April 13th, 1903. It was designed by Sir Thomas Deane and Son, and after the lamented death of Sir Thomas Deane, in November, 1899, the work was carried out under the care of Mr. Thomas Manly Deane, the surviving partner of the firm.

The addition, or extension, is built parallel with the old building, with which it is connected at both ends. The eastern, or front, elevation towards Merrion Square is faced with granite ashlar with Portland stone dressings. The lower storey is entered by a portico with four columns surmounted by architrave and cornice. The upper part of the front presents an arcade consisting of three arches on columns. It was originally intended that this arcade should be an open loggia, but, for the purpose of securing more ample space with better light for offices, the Authorities of the Gallery preferred that the arches should be filled and the space intended for a loggia rendered available for increased room, and this course was adopted. The extension contains a basement, ground, and first floors throughout. It contains also a second floor at its eastern end. Had the loggia been preserved, the round windows which light this second floor would have been concealed, which would have been desirable, there being no corresponding storey or windows in the old building. The arches of the intended loggia have been filled, and provide square-headed windows on the first floor. The circular windows on the second are concentric with the arches. This was the only line of treatment found practicable by the architects, having regard to the alterations required by the Authorities of the Gallery.

The basement floor, with a portion of the space between the new and the old buildings, gives ample accommodation for storage and workshops. The front of the extension contains on the ground floor the entrance hall, while the upper part of the front, consisting as already stated, of two floors, is devoted to the Library forming portion of the gift presented by the Countess of Milltown, and to rooms required for official purposes. The body of the extension, running parallel with the older structure, gives seven rooms on each of the ground and first floors, six of those on the ground floor being octagonal, a form specially suited to the exhibition of pictures, as the rooms are side-lighted. The seven rooms of the first floor are lighted from the top. The old structure is accessible to the public from the new at both ends of each storey.

The mezzanine floor in the old building was used partly for offices and partly for the hanging of pictures. For the latter purpose it was so dark as to be virtually useless. As the work of the extension progressed the Architect found it possible to make such alterations in the lighting of the mezzanine that it is now admirably suited for the purposes of exhibition, and forms one of the best features in the Gallery.

The original wall space available in the rooms—exclusive of the mezzanine—comprising the old building was between 20,000 and 21,000 superficial feet. The added area of wall space available in the rooms composing the new galleries is, on the ground floor, about 10,500 and on the first floor about 1,4000, making in all 24,500 superficial feet. The entire space, over 3,300 superficial feet, now available on the walls and projecting screens of the mezzanine floor, may well be regarded as a further addition. In this statement, while large doors and windows are excluded, deduction has not been made for smaller doors and windows.

The Board desire to record, with thanks, the facilities afforded during the progress of the work by Mr. Michael Murphy, Chairman of the Port and Docks Board of Dublin, the occupying lessee of 24, Merrion Square, West, which adjoins the Gallery premises. These facilities were of importance for the erection of the extension.

The contract was originally taken by the firm of Meade and Sons. The late Alderman Meade died at a comparatively early stage in the work. It was carried to completion by his son, Mr. William Meade, representing the firm.

ROYAL HOSPITAL, KILMAISHEM.

Reconstruction of Ceiling of Chapel.—This work, which, as explained at page 7 in last year's Report, consisted in the reproduction in lighter material of the old ceiling, the latter being unsafe and incapable of maintenance, has been completed. The features of the old ceiling have been reproduced with thorough success.

ORDNANCE SURVEY OFFICES—MOUNTJOY BARRACKS.

The necessity for expediting the Irish Survey rendered it necessary that additional storage accommodation should be provided. The Board entered into a contract for £3,399 13s. 5d. for the erection of a fire-resisting Map Store, which will be completed in the present year.

POSTAL AND TELEGRAPH BUILDINGS.

New Crown Post Offices have been completed at Clonmel, Enniscorthy, and Sligo. The erection of New Offices was commenced at Omagh and Birr.

The extensive alterations and additions to Cork Post Office have progressed. The Instrument Room, Sorting Offices, and Refreshment Department were practically completed by the end of the year and are now occupied.

A contract for extensive alterations and additions to the Limerick Post Office has been entered into for £15,979. Certain old structures, formerly standing on the site, have been removed, and good progress has been made with the new buildings.

DUBLIN METROPOLITAN POLICE BUILDINGS—BRIDEWELL.

The building has been completed and is now occupied.

PROTECTION AGAINST FIRE.

About £1,350 has, with your Lordships' approval, been expended on the supply of fire extinguishing appliances, which have been distributed amongst buildings in the Board's charge throughout the country requiring such additional protection.

The appliances comprise chemical fire extinguishers and fire buckets. Hand pumps have been supplied to Crown Post Offices, the Department having expressed a preference for them.

NATIONAL SCHOOL GRANTS.

The following table shows the amounts voted for and expended on grants in each of the last twenty years:—

Year.	Provision.	Expenditure.
1883-84,	£ 10,000	£ 17,481
1884-85,	11,440	22,512
1885-86,	22,000	29,125
1886-87,	30,000	41,220
1887-88,	48,000	51,522
1888-89,	40,000	41,425
1889-90,	40,000	31,189
1890-91,	40,000	27,665
1891-92,	30,000	30,014
1892-93,	30,000	24,223
1893-94,	30,000	26,196
1894-95,	38,000	26,179
1895-96,	40,000	40,000
1896-97,	40,000	40,000
1897-98,	40,000	36,500
1898-99,	33,500	27,132
1899-1900,	40,000	38,108
1900-1901,	40,000	38,564
1901-1902,	35,000	38,906
1902-1903,	35,000	33,280
	£663,940	£647,764

During the year the commencement of works was authorised at 180 schools. 323 issues at foot of current grants were made, including the final payments in respect of 57 new schools, which were completed. Among the new schools erected, or in course of erection, during the year were the following important buildings:—Millfield, Baden Powell-street, and Holy Cross (Belfast); Lurgan and Dromantine (Co. Armagh); St. Catherine's (Dublin); Macroom and St. Joseph's Cove (Co. Cork); St. Joseph's Monastery, Boyle (Co. Roscommon); Moate Convent (Co. Westmeath); Cappoquin Convent (Co. Waterford); Ormeau Park (Co. Down).

The question of revising the estimates of cost of the existing "Standard" plans of National Schools (upon which estimates the amounts of grants are based) was brought by us before your Lordships in August, 1901. Our submission did not involve the suggestion of any changes in the amount and nature of the accommodation to be provided in Schools, which are matters falling primarily within the province of the Commissioners of National Education. The revision of plans subsequently came under your Lordships' consideration, and was referred to a Committee who reported on the subject on the 22nd November, 1902.

As stated by the Chief Secretary for Ireland in the House of Commons on the 1st April last, the Commissioners of National Education, pending the decision on the report of the Committee, are in urgent cases allowing Managers to proceed with the erection of National Schools on the basis of the old plans and regulations when they prefer this course to waiting for revised plans. The Commissioners of National Education have decided that authority to proceed with works should be given in certain cases regarded by them as urgent, and in all cases where it is proposed to erect a new School intended to accommodate not more than 60 pupils (Design No. I. of the existing "Standard" Plans), as it is not anticipated that the proposed revision of plans will materially affect a building of this class.

We are proceeding in accordance with these arrangements. In all other cases the commencement of new Schools was for sometime before the close of the year and is still deferred.

PHOENIX PARK.

The single gateway at the North Circular Road entrance having become insufficient to accommodate the increased traffic to the Park, a new and improved set of wrought iron gates and piers to take two lines of traffic, and side gates for pedestrians, have been erected.

The new piers, gates, and railings are of the Georgian type, characteristic of the eighteenth century ironwork in Dublin. In addition to affording improved facilities for traffic, they have decidedly improved the appearance of this entrance, and give a better view to persons approaching or leaving the Park.

The approach road in the Park to the North Circular Road entrance has been diverted to facilitate traffic.

The number of applications for the use of football grounds was 1,156 as against 901 for the corresponding period of last year. The number of applications for use of the new hurling ground referred to in last year's report (p. 8), was 25 as from 12th October, 1902.

An avenue of Limes of an improved variety has been planted on each side of the road leading past the Royal Irish Constabulary Depot. Groups of different varieties of Thorns have been planted in the same locality, which it is expected will, in later years, add interest and variety to the older Thorns for which the Park is famed.

A number of flowering trees and shrubs have been planted along the southern margin of the Viceregal Demesne.

It having been found necessary to clean out the Ornamental Pond in the Park Gardens, the opportunity was taken in the interest of public safety to render shallow some of the deepest parts.

A complete water supply with underground hydrants and connections for watering flower-beds, etc., has been laid throughout the Park Gardens.

A new herbaceous border has been formed, which promises to be an additional interesting feature of the Garden.

The hurricanes of 26th and 27th February worked much havoc amongst the fine old trees in the Park. Practically all the elms, 150 years old, were uprooted, or suffered

so seriously from the effects of the storm that they will eventually have to be removed. The entire number of forest trees blown down within the Park boundaries was 1,242, which, with 1,706 hawthorns broken off or uprooted, make a total loss of 2,948 trees.

Considerable difficulty has been experienced in dealing with the wreckage, as it was found impossible to procure a sufficient number of expert woodmen. A large number of extra labourers were employed (including upwards of 100 Army Reserve and time-expired men), and all of them had to be instructed in the art of woodcutting and in handling timber.

Owing to the extensive destruction of trees throughout Ireland and consequent glut in the timber market, it has been found difficult to obtain profitable offers for the timber. The Board, however, hope to be in a position before long to dispose of a large quantity.

Since the close of the year under report steps are being taken to obtain expert advice with reference to the re-planting of the Park, which it is hoped to commence during the current year.

During the autumn of the past year our attention was drawn to the damage done to the turf on that portion of the Phoenix Park known as the "Nine Acres," by the playing of football and hurley thereon, and to the danger caused to the public, now that the Park is every day more frequented, by the playing of the games mentioned on ground close to the roads which bound the "Nine Acres" on two sides.

Having regard to these considerations, coupled with the fact that certain portions of the Park were set aside for the convenience of football and hurley players, and that facilities for the playing of these games have been provided at the public expense (Annual Reports of 1900-1901, p. 10, and 1901-1902, p. 8), we thought it right, after careful consideration, to prohibit hurley, football, etc., on the "Nine Acres."

A notice was accordingly posted cautioning persons against playing those games on the space in question, and stating that anyone doing so after a specified date would be prosecuted. There was at first opposition to the Board's action by some players who had from time to time used this portion of the Park for football and hurley. The Board were reluctantly obliged to prosecute in several cases, after which the opposition practically ceased.

A similar notice was erected with a view to protecting the spaces provided in the Park at the public expense for cricket, as it was found that the pitches were being injured by football and hurley during wet weather when the turf was liable to injury. The notice proved sufficient in this case.

ANCIENT AND NATIONAL MONUMENTS.

Information in detail regarding these Monuments will be found in Appendix E, pp. 52-53.

The following matters deserve special notice :—

1. Mellifont Castle, Church, and Abbey.
2. Excavations at Tara.
3. Ogham Stone, Inishvickillane Island.

Mellifont Castle, Church, and Abbey.

The custody of this group of ruins was vested in the Board by Deed of 12th July, 1902, by the owner, Blayney R. T. Balfour, Esq., D.L. The group comprises :—

- (1.) The site and ruins of Mellifont Castle, sometimes called "Moore's Castle," the "Gateway of the Abbey" or "the Mill."
- (2.) The ruined church and belfry on the Hill, called the "Chapel of St. Bernard."
- (3.) The site and ruins of the Cistercian Abbey of Mellifont, consisting of the choir, nave, aisles and transepts with the chapter house, lavabo, cloister garth, and other remains of the conventional buildings.

The ruins comprised in item 3 had been vested by the Church Temporalities Commissioners by Vesting Order, dated 30th October, 1890, made in pursuance of the

Irish Church Act, 1869, sec. 25. The ruins comprised in clauses 1 and 2 were not so vested.

The owner of the property offered no objection to the vesting by the Church Temporalities Commissioners, but it was ascertained that a tenant claimed rights over the Abbey site as part of a holding for which a judicial rent had been fixed. When the application of the tenant came before the Land Commission for a revision of the rent of the holding, steps were taken by the owner to resume possession of that portion of the farm on which the ruins were situate. The tenant received compensation and the landlord was thus at liberty to vest the custody of the whole of the premises in the Board, which he accordingly did.

After the original vesting in 1880, some excavations were made (see 52nd Annual Report for the year 1883-4), which partially revealed the extent of the Cistercian Church. During the past year, through the facilities offered by Mr. Balfour, these excavations have been extended, with the result that the foundations of the whole of the Abbey Church, showing its original extent, have been uncovered, and the complete ground plan of the structure has now for the first time been ascertained.

The dimensions of the Church as now revealed show a total internal length of 191 feet, the width across the transept being 116 feet.

The following are the principal dimensions:—

Nave, 116' in length by 54' wide, including side aisles.
 Two aisles, each 103' long.
 North Transept, 54' 6" x 42' 2".
 South " 40' x 40'.
 Choir, 42' 8" x 26' 2".
 Space under tower, 34' x 32'.
 Cloister Garth, 132' 9" x 101'.

The position of the foundations of an earlier Church are shown by dotted lines on the accompanying plan; and it is now evident that the structure commonly called the Baptistry, which was undoubtedly the Lavabo, was part of the original design, and is consequently the oldest portion of the ruin now above ground.

The foundation of the Abbey is ascribed to O'Carroll, King of Uriel, in the year 1142. The parent house was the famous Cistercian Abbey of Clairveaux of which St Bernard was at the time Abbot. Mellifont was the first Cistercian Abbey erected in Ireland, and it was probably the finest. The Abbots of Mellifont were peers of Parliament, and took precedence of the Abbots of all similar establishments in Ireland. In 1325 the Abbot was fined and superseded on the complaint of Edward II, to the Pope for disregarding the Statute prohibiting any one from being admitted monk who could not swear he was of English descent. The Abbey was suppressed in 1539, and in 1567 it was leased to Sir Edward Moore, who converted the buildings into a residence which his descendants occupied until the year 1727, when the 5th Earl of Drogheda removed from it to Moore Abbey, County Kildare. The Mellifont estate was subsequently taken on lease for ever, by the ancestor of Mr. Blayney R. T. Balfour, of Townley Hall, the present owner, who has done much to facilitate the conservation of the ruins.

Excavations at Tara.

These excavations, now happily suspended, or, as we hope, come to an end, have been the source of much anxiety to the public, as may be inferred from the number of questions on the subject put in the House of Commons for some time past.

The earthworks at Tara, constituting the only remains of the Royal residence once occupying the hill, are among the structures scheduled to the Ancient Monuments Protection Act, 1882. The legal effect of scheduling is to give the Board of Works certain very limited powers for preservation. When a monument is scheduled we have power to prosecute, for injury or disfigurement of the ruin, all persons other than the owner, or any one acting on his behalf and with his authority. As against the owner and any person acting by his direction, "scheduling" gives the Board no remedy, and provides no means for protection of the monument against injury. The Act enables the owner to vest the custody of the monument in the Board, and where this step is

taken, we are clothed with powers against the owner and his agents similar to those which the mere "scheduling" gives against other persons. The question of vesting the custody of the Tara mounds has been the subject of correspondence, but the owners have not seen their way to vest, and our powers are consequently confined to those which result from the "scheduling" of the monument.

In June, 1899, excavations were commenced on a portion of the hill within the scheduled area. The excavations were undertaken by some parties with the consent and authorisation of the owner of the portion referred to, for the purpose of looking for the Ark of the Covenant. No opposition to the work was made by the then occupying tenant. On ascertaining all the circumstances, we recognized that we were powerless to interfere by legal process, and necessarily confined our action to an endeavour, which was unsuccessful, to secure by persuasions the cessation of the excavations. The excavations continued during the summer and were renewed in the spring of the following year to a limited extent.

No interference took place in 1901. In December of that year the tenancy of the farm on which the excavations had been made was sold, and, in consequence of representations made to the purchaser by our Inspector of National and Ancient Monuments and others, he interposed to prevent further defacement.

Some small excavation was commenced in the spring of 1903, but stopped at the instance of the tenant. The holding has again changed hands and the present tenant is reported to be strongly opposed to any interference with the mounds. There is good reason under all the circumstances to hope that excavation will not be resumed.

It should be stated that Earl Russell, who owns a portion of the hill, has evinced deep interest in the conservation of the mounds on his land, and they are preserved intact.

Ogham Stone on Inishvickillane Island.

In the course of the year an Ogham stone of considerable interest was removed from the ancient Church on the Island of Inishvickillane—one of the Blasquet Islands on the coast of Kerry—by the Reverend J. Mahaffy, Senior Fellow, Trinity College, Dublin, with the consent of the Earl of Cork, the owner of the island, in order to be placed in the Museum of Trinity College.

The Church is one of many ruins vested in this Board as a National Monument, by the Commissioners of Church Temporalities in 1880, under the provisions of section 25 of the Irish Church Act, 1869. The stone did not form part of the original structure. It was taken, many years ago, by a gentleman interested in its preservation from a spot in which it was liable to be trodden on, and was placed, evidently with a view to its safety, over the doorway of the Church.

Having regard to the connection of the Board with the Church, and to the interest felt in the stone, we have thought it right to record its removal, and to indicate the Museum in which it is contemplated that it will be preserved for the future.

LIGHT RAILWAYS AND TRAMWAYS, AND COACH AND STEAMER SERVICES, UNDER RAILWAYS (IRELAND) ACT, 1896.

The Board's Annual Report for 1893-4, contained a full statement of the operations carried out under the Tramways and Light Railways Acts of 1860 to 1890, and of the history of Railway progress in Ireland, so far as it was facilitated by State or local aid. In the Report of 1896-7, a statement was given of the main object of each of the Acts passed up to the close of 1896 on the subject of Light Railways and Tramways so far as they bear on the administration of the Board. We have thought it desirable to summarize in this Report the action taken under the Act of 1896. Before doing so we present a summary of the statement of legislation contained in the Report of 1896-7.

The Tramways Act of 1860 (23 & 24 Vic., c. 152), dealt mainly with procedure, and made no provision for financial aid. It imposed on this Board the duty of inquiring into "the merits of the undertaking."

The Tramways Act of 1861 (24 & 25 Vic., c. 102), was also confined to procedure. It restricted (ss. 6 & 7) the inquiry by the Board to engineering questions.

The Relief of Distress Amendment Act, 1880 (43 & 44 Vic., c. 14), empowered the Treasury to lend on a baronial guarantee for lines specified in a schedule to the Act.

The Tramways and Public Companies (Ireland) Act, 1883, enabled Grand Juries to charge baronies or parts of baronies with interest on the capital required for the construction of Tramways or Light Railways (Sec. 1). The presentment creating this charge bound the districts charged to make good the deficiency in the net receipts to the amount of such interest, and made the districts liable under certain circumstances for sums required for completing, working or maintaining the undertaking.

The making of the presentment enabled the Treasury to repay the district half the amount paid under the guarantee, provided—(1) that the line was maintained and used; (2) that the Treasury payment should not exceed 2 per cent on the capital guaranteed.

The liability of the Treasury was limited to an annuity of £40,000.

The Light Railways Act, 1889, enabled the State to aid construction by (a) grant or loan, or grant combined with loan; (b) an annual payment; (c) capital sum and annual payment combined.

It applied to such Railways as the Lord Lieutenant in Council might declare to be desirable for the development of fisheries and other industries, and to require special assistance.

The State assistance was to be derived—(a) from the unappropriated balance of an annuity of £40,000 given by the Act of 1883; (b) from a sum of £600,000 to be provided by Parliament; (c) from an additional annuity of £2,000.

The Act was to apply only—(a) where the Promoters are a Company having a Railway open for traffic; or (b) where they have made an agreement for the maintenance, &c., of the proposed Light Railway by such a Company; or (c) where a baronial guarantee has been given for dividends under the Act of 1883.

The Railways (Ireland) Act, 1890, authorized the construction of a railway other than a Light Railway under any agreement with a Railway Company under the Act of 1889.

The Transfer of Railways (Ireland) Act, 1890, gave powers for the transfer to a Railway Company of any undertaking that had obtained a presentment under the Tramways (Ireland) Acts.

The Public Accounts and Charges Act, 1891, enabled the annuities created under the Act of 1889 to be capitalised, and the equivalent sum to be borrowed from the National Debt Commissioners, and repaid by temporary annuities.

The Light Railways (Ireland) Act, 1893, sanctioned an increase of the annuities authorized by the previous Acts by further annuities to the amount of £5,000.

The Tramways (Ireland) Act, 1895, provides that where dividends have been guaranteed under the Act of 1883, an Order in Council may, with the consent of the Treasury, the Company, and the Grand Jury concerned provide for the redemption by the Treasury of their liability in respect of the guarantee. The Act empowers the Treasury to redeem their liability by payment of a sum, not exceeding 83½ times the estimated annual amount of such liability. Redemption is not to affect the obligations of the Company or the Grand Jury as regards maintenance and working; and if such obligations are not fulfilled, the Grand Jury shall pay to the Crown an annual sum equal to three per cent. on the capital paid by the Treasury for redemption.

Commutation of the Treasury contribution has been carried out in the following cases:—

Railway.	Amount Paid.	Date of Repayment.	Remarks.
1. West Donegal, . . .	£ 9,167	July, 1898,	Line worked by Donegal Railway Company.
2. Tralee and Dingle, . . .	50,000	August, 1898,	Line worked by Committee of Management, appointed by the County Council.
3. Mitchelstown and Fermoy, . . .	26,465	November, 1900,	Line worked by Great Southern and Western Railway Company.

In the last-mentioned case commutation was carried through under an agreement between the Treasury, the Cork County Council, the Great Southern and Western Railway Company, and the Mitchelstown and Fermoy Railway Company, scheduled to the Great Southern and Western Railway Act, 1900 (63 & 64 Vic., Ch. cxiv). See pp. 16-17, Annual Report, 1900-01.

RAILWAYS (IRELAND) ACT, 1896.

This enactment provides for two objects:—

- (1.) Aid in the construction of Railways.
- (2.) Aid in the establishment of steam-boats, coaches, etc., and the provision of structures necessary for their use.

The first step towards setting the statute in motion is a certificate to the Treasury from the Lord Lieutenant that the proposed railway or other conveyance, &c., is necessary for the development of the District, and cannot be provided without State assistance.

The Treasury are empowered to aid the construction of the proposed Railway, provided some existing Railway Company agrees to construct, work, and maintain it, or to work and maintain it after construction. The aid given may be by grant or loan, or by a combination of the two. In the case of a railway wholly or mainly through a Congested District the aid may cover the entire cost, but it is limited to half the cost in Non-Congested localities.

The Board having reported on the merits of the scheme, and the approval of the Grand Jury (now the County Council) having been obtained by the promoters, the next step is an Order of the Lord Lieutenant in Council authorising construction of the line.

The Executive is given control for certain purposes over all railways constructed with the aid of money provided under the Acts of 1883, 1889, or 1896. The seventh section of the Act of 1896 enables the Board of Works to ascertain the condition, &c., of such railways, and if a line is unsatisfactorily managed the Lord Lieutenant is empowered to appoint a manager.

The provision enabling aid to be given for the establishment of steam-boats, coaches, &c., is contained in the ninth section. This provision makes no distinction between Congested and Non-Congested Districts, and contemplates aid by grant only.

Grand Juries are empowered to aid the objects of the Act by presentment.

The amount rendered available for the purposes of the Statute was £500,000.

Two railways (both through Congested Districts in County Donegal) have been constructed under the Act—(1) Buncrana to Carndonagh, 18½ miles, opened 1st July, 1901; (2) Letterkenny to Burtonport, 49½ miles, opened 9th March, 1903. Both lines are worked by the Londonderry and Lough Swilly Company under agreements with the Treasury.

On the Carndonagh Line expenditure (outside provision of rolling stock) has been £103,824, which has been met by a grant of £98,527, and the proceeds of £5,000 Stock guaranteed by the County Donegal—£5,297. The Lough Swilly Company undertook to contribute a sum not exceeding £15,000 for rolling stock, and £11,307 has actually been expended under that head.

The Board's estimated expenditure on the Burtonport Line was £318,880, which will be somewhat reduced by savings effected by deviations approved of during progress of the works. The cost to the Board will be further reduced by £5,212, the proceeds of £5,000 Stock guaranteed, as in the Carndonagh case, by the county.

Particulars as to the second specific object of the Act, namely, the working of coaches, steamers, &c., are set out in the following Table. The Coach and Steamer Services were established for a term of seven years in each case, and the subsidies were calculated on that basis.

Work.	Mileage.	Treasury Contribution authorised.	Remarks.
<i>Railways—</i>			
1. Buncrana and Carndonagh . . .	18½	£86,527	Opened July, 1901.
2. Letterkenny and Burtonport . . .	49½	318,560	Opened 9th March, 1903. The sum named will be reduced as above stated.
<i>Coach and Steamer Services—</i>			
3. (a) Killaloe and Dromod Steamers . . .	105	5,000	Opened August, 1897.
4. (b) New Piers on Lough Derg in con- nection with (a).	-	647	—
5. (c) Listowel and Tarbert Coach . . .	12	6,188	Opened June, 1897.
6. (d) Tarbert and Kilrush Steamer . . .	9	5,205	Do.
7. (e) Ennistymon and Ballyvaughan Coach . . .	16	2,660	Do.
8. (f) Roskey and Dromod Coach . . .	2½	740	Opened June, 1898.
9. (g) Sligo and Belmullet Steamer . . .	65	50,550	Opened June, 1898.
General Charges	-	10,000	—
	-	£502,900	—

The balance available after reductions on the Burtonport item will be increased by the receipts on the Coach and Steamer Services (Nos. 5 to 9 in the preceding Table) worked by the Board, through Contractors, and by savings on the actual expenditure on those services as compared with the estimates on which the subsidies were based. This balance, if not required for the purposes of the Act of 1896, becomes applicable for the purposes of the Marine Works (Ireland) Act of 1902 (2 Edw. VII., Ch. 24, Sec. 9).

As regards the operation of Sec. 7 of the Act of 1896, conferring upon the Board the power of inquiry as to the working, &c., of railways constructed under the Acts of 1888, 1889, and 1896, the Board have found it necessary to institute inquiries in three following cases:—

1. Donegal and Killybegs and Stranorlar and Glenties Railways (worked by the Donegal Railway Company). The Inquiry was held in June, 1897, in connection with a financial investigation. The result was on the whole satisfactory, only some minor points requiring attention.

2. Collooney and Claremorris Railways (worked by the late Waterford, Limerick, and Western Company). The Inquiry was held in July, 1897, and related to questions as to exchange of traffic between the Collooney and Claremorris and the Sligo, Leitrim, and Northern Counties Railways at Collooney Junction, alleged excessive rates, &c. The recommendations of the Board in this case were adopted by the Companies concerned.

3. West and South Clare Railways. This Inquiry was held in February, 1898, and was concerned with matters contained in a Memorial from cesspayers and others in County Clare, addressed to the Irish Government. The Memorialists alleged that the management of the lines was unsatisfactory. As the result of the Inquiry the Board communicated with the West Clare Company as to certain matters which required improvement, but did not consider that the case warranted a recommendation to the Lord Lieutenant to appoint a Manager.

In addition to the above-mentioned Statutes, an Act was passed in 1900 (Tramways (Ireland) Act, 63 & 64 Vic., c. 60) which places certain limits on the liabilities of counties and baronies in respect of such Light Railways and Tramways as may be constructed after the passing of the Act under the Tramways (Ireland) Act of 1888, without the aid of moneys provided by Parliament. The financial interests of the Board are not affected by it, and it is only referred to here because of its bearing on the general code of Light Railway legislation.

The Marine Works (Ireland) Act, 1902 (2 Edw. VII., c. 24), is explained at pp. 28 and 29 *infra*. It is principally conversant with Piers and Harbours, but under the provision which enables approaches to Marine Works to be constructed or improved, it authorises the construction, &c., of railways forming such approaches.

SHANNON STEAMER SERVICE.

The summer arrangements for 1902 in operation from 26th May till 30th September, were practically identical with those adopted by the Shannon Development Company during the preceding summer. They consisted of daily trips, Sunday excepted, between Athlone and Killaloe, Athlone and Rooskey, and Rooskey and Carrick-on-Shannon in both directions; also a daily cross-service on Lough Derg, with calls at both sides of the river. A reduced winter service similar to that for 1901-02, was worked from 1st October, 1902, to 28th May, 1903. The receipts which are taken by the Shannon Development Company, amounted to £1,403, as against £1,674 for the previous year.

COACH SERVICE BETWEEN ROOSKEY AND DROMOD, COUNTY LEITRIM.

This service connecting the Shannon Steamers at Rooskey with the train at Dromod was worked daily in summer and bi-weekly during the rest of the year. There was a slight falling off in the number of passengers.

COACH SERVICE BETWEEN TARBERT AND LASTOWEL, COUNTY KERRY.

This service, which is part of the connection between the tourist districts of Kerry and the County Clare, was worked as in previous years. The number of passengers carried showed a slight increase.

STEAMER SERVICE ON THE LOWER SHANNON BETWEEN TARBERT, COUNTY KERRY,
AND KILRUSH, CO. CLARE.

The number of passengers, as in the case of the Coach Service between Tarbert and Listowel, showed a trifling increase. The steamer was again utilised by the Contractors (the Waterford Steamship Company) with the sanction of the Board, as a connection between Tarbert and Foyles during the three months July to September inclusive. This connection gives a through communication between Kilkee and Limerick, of which both tourists and the local public availed themselves largely.

COACH SERVICE BETWEEN ENNISTYMON AND BALLYVAUGHAN via LISDOONVARNA,
COUNTY CLARE.

This service was worked as previously, tri-weekly for the four summer months, June to September inclusive. There was a slight increase in the number of passengers.

In view of the approaching termination (in 1904) of the periods for which the above-named services were established, it may not be out of place to submit particulars as to subsidies allocated under the Railways (Ireland) Act, 1896, and receipts to the undermentioned dates in 1902.

Service.	Subsidy under Railways (Ireland) Act, 1896, allowed.	Amount of subsidy under Railways (Ireland) Act, 1896 applied.	Receipts from operator of service.	Observations.
Shannon Steamer Service.	(a) £9,500	£9,500 Final payment, 16th May, 1903.	£9,519 (to 28th February, '03.)	Receipts belong to the Shannon Development Company.
Coach, Listowel to Tarbert, (Co. Kerry).	£6,188 distribu- table over 7 years.	£4,285 (to 31st December, 1902).	£282 (to 31st December, 1902).	Receipts belong to the Board.
Steamer, Tarbert (Co. Kerry) to Kilrush (Co. Clare).	£5,308 distribu- table over 7 years.	£3,652 (to 31st December, 1902).	£469 (to 31st December, 1902.)	Do.
Coach, Ennistymon to Bally- vaughan (Co. Clare).	£2,660 distribu- table over 7 years.	£1,954 (to 31st December, 1902).	£356 (to 31st December, 1902).	Do.
Coach, Roskey to Dromod (Co. Leitrim).	£740 distributable over 6 years.	£594 (to 31st December, 1902).	£45 (to 31st December, 1902).	Do.

(a) In addition to the subsidy under the Railways (Ireland) Act, 1896, the Shannon Development Company have subsidies amounting to £1,000 a year from other Counties. These subsidies are terminable in 1904.

SLIGO AND BELMULLET STEAMER SERVICE.

This service was established in June, 1899, for a period of seven years, with power to the Board to terminate it at the end of the second or any subsequent year. It was substituted for a service originally contemplated between Achill Sound and Belmullet, but subsequently abandoned owing to difficulties experienced in arranging with the Midland Great Western Railway Company for working a short line from Achill Station to Gubardletter connecting the existing railway with a proposed pier at the latter place. The service is worked in a satisfactory manner by the Board's Contractors, the Sligo Steam Navigation Company. The steamer was purchased by us and is the property of the Board. It runs tri-weekly in each direction during the five months from May to September, and bi-weekly for the remainder of the year. From its

commencement the service has been largely used for merchandise and live stock traffic, and has shown a continuous increase in receipts. It provides a regular connection between the important distributing centre of Sligo and the district of Belmullet, and has also been of great service to the districts between those places, namely, Ballycastle, Belderrig, Porturlin, and Ballyglass, at which the steamer makes frequent calls. It continues to carry a large number of harvestmen going to and returning from England for whom special fares are arranged.

BONCRANA AND CARMDOUGH RAILWAY.

This line, opened for traffic on 1st July, 1901, continues to show satisfactory traffic returns.

LETTERKENNY AND BURTON PORT RAILWAY.

From the date of its opening, on 9th March last, this Railway has developed considerable traffic. Complaints which have arisen as to delays and other defects in the working, have formed the subject of correspondence between the Board and the Londonderry and Lough Swilly Railway Company, who work the line. We are making every effort to secure satisfactory management by the Company. If these efforts are not successful we shall not hesitate to use every power at our disposal for that purpose.

LETTERKENNY RAILWAY.

The Board entered into possession of this line in 1888, in consequence of arrears at foot of advances to the original owning Company. It is worked by the Lough Swilly Company under an agreement which binds them to maintain it in proper order. As far back as 26th July, 1897, we agreed to establish telephonic communication, provided the Company undertook to maintain it, which would involve only a small annual charge. Our proposals were not agreed to, and negotiations were consequently suspended. In 1901 the subject was raised by a Parliamentary question, and negotiations were re-opened, but we were not then successful in inducing the Company to accept the obligation of maintenance for which, as we are advised, they are responsible under the working agreement. On 8th February, 1902, we wrote the Company that the offer of July, 1897, would be carried out on receipt of their assent to the condition as to maintenance. It was only in January, 1903, that the Company intimated their willingness to undertake the working and maintenance of communication (if erected by Board) in view of the opening of the Letterkenny and Burton Port Railway (constructed by Board under the Railways, (Ireland), Act, 1896). The latter railway was opened on 9th March following. The Board have arranged for the erection of telegraphic instead of telephonic communication, so as to secure uniformity with the arrangements on the Burton Port and Lough Swilly Railways, between which the Letterkenny line forms a connecting link. In addition, provision is being made for the introduction of an electric train staff system for working the traffic, in substitution for the existing arrangement of allowing one engine only in steam on the line.

III.—LOANS.

(I.) Loans secured on Undertakings, e.g. :—

For Inland Navigation, Harbours, Railways, &c., under 1 & 2 Wm. IV., c. 33.
For Labourers' Dwellings in Towns, and Housing of the Working Classes,
under Acts of 1865, 1885, 1890, and 1893.

(II.) Loans secured on Rates, e.g. :—

To County Council for Roads, Bridges, Piers, Harbours, Lunatic Asylums
Buildings, Courthouses, Reformatories, and Industrial Schools.
For purposes sanctioned by the Public Health Act.
For Labourers' Dwellings under the Act of 1883.
For Dispensary Houses.
For Workhouse Buildings, &c.
For the Acquisition of Small Dwellings.
For Buildings, and purchase of Land for purposes of the Agriculture and
Technical Instruction (Ireland) Act, 1899.

(III.) Loans secured on Lands, e.g.:—

For Arterial Drainage Works.

For Arterial Drainage Maintenance.

To Owners for improvement of Lands, viz.:—Drainage, erection of Farm Houses and Buildings, of Dwellings for Agricultural Labourers; Planting for Shelter (10 Vic., c. 22, &c.).

To Tenants for improvement of their Holdings (44 & 45 Vic., c. 49), viz.:—Drainage, and most of the purposes included in the previous service.

For Purchase under Land Act, 1870.

(IV.) Miscellaneous Loans, e.g.:—

Loans for Glebes.

For National School Teachers' Residences.

For National Schools and Training Colleges.

For Seed Supply under the Act of 1893.

(V.) Irish Church Fund Loans—secured on Rates or Lands.

The extent and variety of the purposes for which loans are advanced by the Board are made clear by the observations on the several services in Appendix (C.) and by the abstract of Accounts of Loans for Public Works in Appendix (G.). The following statement shows the different purposes for which loans have been sanctioned during the year 1902-1903:—

Total Number of Loans for each Class.	PURPOSES OF LOANS SANCTIONED 1902-1903.	Number.	Amount.	Total Amount for each Class.
10	CLASS I.—LOANS SECURED ON UNDERTAKINGS.		£	£
	Harbours,	3	550	
	Housing of the Working Classes,	7	58,140	
		—	—	58,690
226	CLASS II.—LOANS SECURED ON RATES.			
	Loans to Counties:—			
	County Roads, Bridges, and Piers,	11	10,700	
	Lunatic Asylum Buildings,	14	69,345	
	Loans to Unions, Rural and Urban District Councils:—			
	Public Health Acts,	48	30,785	
	Labourers' Acts,	113	378,540	
	Workhouse Buildings,	23	18,021	
	Housing of the Working Classes,	8	18,940	
	Acquisition of Small Dwellings,	8	9,588	
	Public Libraries,	1	400	
		—	—	533,299
1,182	CLASS III.—LOANS SECURED ON LANDS.			
	River Drainage, 26 & 27 Vic., cap. 88,	1	7,610	
	River Drainage Maintenance,	4	2,300	
	Land Improvement—Loans to Land Owners,	373	39,690	
	" " Occupiers,	804	54,815	
		—	—	104,345
51	CLASS IV.—MISCELLANEOUS LOANS.			
	Glebe Loans,	20	9,288	
	National School Teachers' Residences,	26	5,590	
	National Schools and Training Colleges,	5	4,460	
		—	—	18,778
1,463				£715,312

ADVANCES, REPAYMENTS, AND ARREARS.

The earliest mention of Public Works Loans to be found in the Abstract (Appendix G.) submitted by the Board is in connection with the Statute 57 Geo. III., c. 34, passed in 1817. The total of all loan advances from that date to 31st March, 1903 (with certain loans made under special Acts before 1817), is £45,051,188.

The classified abstract in Appendix (G.), pages 56 to 59, shows the portions of this amount which have been (1) repaid, (2) remitted, (3) written off from Local Loans Fund, or (4) which remain outstanding. The figures showing repayment, remission, &c., of the aggregate are as follows:—

Total Repayments,	£	27,497,984
Total Remissions,	£	8,087,471
Written off from Local Loans Fund,	£	214,911
Outstanding Balances,	£	8,230,829
	<hr/>	
	£45,031,188	

The aggregate of outstanding balances is represented in the books of the Office by 32,161 open accounts. The loans generally are in course of repayment by half-yearly instalments.

The amount issued to borrowers in the year 1902-1903 out of moneys advanced by the National Debt Commissioners for loan purposes was £763,067, as against £655,865 in 1901-1902, and £420,292 in 1900-1901.

The increase of £107,202 in the issues during the year 1902-1903, as compared with the previous year, is mainly accounted for by the larger amounts advanced on the following services:—Labourers Act, £93,558; Public Health, £46,263; Railways, £26,967; Small Dwellings Acquisition Act, £8,485.

Of the total amount of £763,067 issued, £593,467 was advanced on the following Services:—

Lunatic Asylums Buildings,	£	59,301
Public Health,	£	290,441
Labourers Act,	£	251,587
Housing of the Working Classes,	£	33,589
Workhouse Buildings,	£	28,900
	<hr/>	
	£593,467	

The amounts received in the year were £410,315 in repayment of principal, and £298,249 in respect of interest, making together £708,564. Of the total, £678,428 was paid over by the Board to the National Debt Commissioners in discharge of principal and interest of loans made out of the Local Loans Fund, and £35,141 to the Irish Land Commission in respect of loans made out of the Irish Church Fund.

With regard to the whole Loans Service, the following table shows the payments towards discharge of Loans, and the arrears of principal and interest for the last four years:—

YEAR.	Payments.	ARREARS.			Total Principal Outstanding (excluding Amounts written off).
		Principal.	Interest.	Total.	
1899-1900,	£ 681,354	£ 338,923	£ 193,897	£ 537,820	£ 8,887,674
1900-1901,	756,449	337,197	194,745	531,942	8,846,730
1901-1902,	898,924	188,600	192,152	378,802	8,915,086
1902-1903,	708,567	189,002	104,303	293,304	8,230,829

The following Abstract shows the amounts to which the arrears set forth in the above table have accrued on the various loan services:—

	To 31st March, 1902.			To 31st March, 1903.			Principal Amount outstanding on 31st March, 1903.
	Principal.	Interest.	Total.	Principal.	Interest.	Total.	
Public Works Loans generally.	£ 16,295	£ 3,653	£ 19,948	£ 18,201	£ 3,871	£ 21,872	£ 4,684,422
Public Health Act,	878	254	1,130	388	308	896	1,732,416
Railways,	192,815	161,821	354,636	125,665	74,247	197,912	220,636
Land Charges, payable by Owners,	33,001	30,052	63,053	32,981	20,594	53,575	(a) 2,078,831
Do. do. Occupiers,	12,732	5,673	18,404	13,314	5,282	18,596	584,086
Seed Supply Act, 1898,	928	—	928	431	—	431	431
	188,647	192,152	378,799	188,980	104,303	293,282	(b) 8,230,829

(a) Includes Back Dredging Charge, payable by Occupiers. (b) Excluding Amounts, £314,911, written off from the Local Loans Fund.

Arrears on "Public Work Loans generally" show an increase as compared with 31st March, 1902, of £1,924, accounted for as follows:—Harbours, increase, £1,516 (mainly due to increase of arrears—£540 on loan to Carrickfergus Harbour, and Galway Harbour, £910); County Loans and Roads and Bridges, £568; Labourers' Dwellings (in towns), £115; other loans, £176.

Decreases:—Labourers Acts (*i.e.*, loans for labourers houses in agricultural districts), £381; other loans, £65.

Public Health arrears show a decrease of £934; Railways show a decrease of £86,724, the arrears of principal money having increased by £350 and the interest arrears decreased by £87,574. This decrease is mainly due to the interest remitted by the Public Works Loans Act of 1902 (2 Edw. VII, c. 32) in the following case:—

	£
Waterford, Dungarvan, and Lismore Railway,	54,593
Derry Central Railway,	33,026
	<hr/> £87,623

The circumstances connected with the sale of the Waterford, Dungarvan, and Lismore Railway are set out at p. 23 in the Board's Report for 1898-9.

£100,000 was lent by the Board to the Derry Central Company between the years 1878 and 1881, for the purpose of completing the construction of their railway, 29½ miles in length, connecting the towns of Magherafelt and Coleraine. The line was opened in 1880. It was worked under an agreement for twenty-one years, from 1880, by the Belfast and Northern Counties Railway Company, for seventy per cent. of the gross receipts until they should average £12,500 per annum from the opening of the line, the percentage to be reduced as therein provided when the gross receipt exceeded that amount. The loan was to be repaid by instalments, within twenty-two years, with interest at four per cent. per annum.

The receipts proved insufficient to meet the instalments of principal and interest, and arrears of interest, amounting to £33,026 11s. 1d., accrued due to September, 1901.

Under the Belfast and Northern Counties Railway Act of 1901, an agreement for sale of the line by the Treasury to this Company for the sum of £85,000 was confirmed, and the balance of the principal debt, £15,000, together with arrears of interest amounting to £33,026 11s. 1d. was remitted by the Public Works Loans Act of 1902.

The arrears on Seed Supply Loans on 31st March, 1903, made under the Act of 1898, amounted to £431 3s. 8d., due by Belmullet Union.

Arrears on Land Charges, payable by owners, stood at £58,575, as against £58,053 on 31st March, 1902, an apparent increase of £522. As, however, the sum of £40, arrears existing at that date under the Land Improvement Act, has since been written off, there is an actual increase of £562, which is arrived at as follows:—Land Improvement Loans, decrease, £1,041; Land Act, 1870, decrease, £161; Arterial Drainage, increase, £1,764.

The issues made in the year under the Land Law Act, 1881 (44 & 45 Vic, c. 49, sec. 31), brought the total advances, from the commencement of the service, to occupiers of land for the improvement of their holdings to £1,175,899. Of this sum £580,333 11s. 4d. principal, had been repaid, and £10,974 3s. 0d. written off the assets of the Local Loans Fund. At the close of the year there were arrears of principal £12,976 15s. 6d., which with £571,109 10s. 2d. principal not yet due, represented the total amount outstanding, *viz.*—£584,086 5s. 8d.

The arrears, principal and interest, on this service, stood at £17,269 8s. 9d. at the close of the year, as against £17,035 10s. 3d. on 31st March, 1902, an increase of £233 18s. 6d. £304 6s. 9d. of the arrears existing on the date last mentioned were written off under the Public Works Loans Act, 1902. These arrears are chiefly on loans made at an early stage of the service. Of the total number of open loans on the 31st March, 1903, 1,491 were in arrear, 657 for two or more half-yearly instalments.

RATES OF INTEREST.

The following statement shows the rates of interest chargeable on the several amounts constituting the aggregate balances of principal outstanding in each year ended 31st March, 1901, 1902, and 1903, respectively:—

		31 March, 1901.	31 March, 1902.	31 March, 1903.
Free of Interest,	.	£ 673	£ 682	£ 477
2½ per cent.,	.	275,557	270,135	263,772
3	"	70,948	75,884	70,816
3½	"	1,099,774	1,031,907	980,364
2½ to 9d. per cent.,	.	—	16,708	15,684
3½ per cent.,	.	981,777	1,161,036	1,371,279
3½ "	.	214,527	161,979	183,505
3½ "	.	3,831,925	3,912,486	4,015,175
3½ "	.	820,391	987,117	1,159,044
4 "	.	928,586	715,324	640,882
4½ "	.	160,484	104,985	142,200
5 "	.	21,411	15,531	12,516
Advances on which interest is deferred, pending the completion of the works,	.	200	nil	1,930
Total Local Loans Fund,	.	8,391,151	8,489,644	8,837,624
Church Fund Loans— at 1 per cent.,	.	— 449,847	419,450	387,306
		*8,840,498	†8,908,094	‡9,244,930

* Exclusive of £213,748 written off from the Account of the Assets of the Local Loans Fund.
£25,903 portion of Church Fund Loans, considered as irrecoverable.

† " £214,418 written off from the Account of the Assets of the Local Loans Fund.
£25,903 portion of Church Fund Loans, considered as irrecoverable.

‡ " £214,911 written off from the Account of the Assets of the Local Loans Fund.
£25,903 portion of Church Fund Loans considered as irrecoverable.

Statement showing the average rate of interest in respect of advances from the Local Loans Fund during the last ten years, calculated by computing the interest paid in each year on the principal outstanding at end of the preceding year.

Year ended	Balance outstanding.	Interest received in the current year.	Average rate of interest received for the year.
31st March, 1893,	£ 7,716,697 s 0	£ 256,413 11 10	3 6 11
" 1894,	7,702,877 15 1	259,268 3 5	3 7 4
" 1895,	7,702,434 7 11	267,964 19 8	3 9 8
" 1896,	7,702,245 7 5	271,216 4 11	3 9 7
" 1897,	7,809,535 18 7	269,888 4 8	3 8 3
" 1898,	7,912,483 6 5	268,602 18 2	3 7 10
" 1899,	8,235,276 15 11	272,329 2 9	3 6 1
" 1900,	8,387,201 3 6	308,267 17 1	3 12 2
" 1901,	8,301,150 18 7	308,926 9 0	3 13 10
" 1902,	8,488,644 3 7	294,030 14 3	3 9 3

The following Statements show:—

- (1.) The rates of interest payable to this Board in respect of the sum of £763,067 advanced during the last financial year;
- (2.) The terms of years over which repayment of the advances has been spread; and
- (3.) The mode of repayment, i.e., by equal instalments of principal and interest combined by way of annuity, or by equal instalments of principal, with interest on the principal sum from time to time outstanding.

SECTION.	Per cent.	RATES OF INTEREST.									
		1 <i>l</i>	2 <i>l</i>	3 <i>l</i>	4 <i>l</i>	5 <i>l</i>	6 <i>l</i>	7 <i>l</i>	8 <i>l</i>	9 <i>l</i>	10 <i>l</i>
CLASS I.											
<i>Loans Secured on Undertakings.</i>											
Railways,	—	—	—	—	—	—	—	—	—	30,755	—
Quarries, Mines, &c.,	—	—	—	—	9,000	—	—	—	—	—	—
Harbours, Docks, &c.,	—	—	—	—	—	—	400	—	200	—	—
Housing of the Working Classes.	—	—	—	240	1,639	—	—	—	—	—	—
	—	—	—	240	10,639	—	400	—	30,755	—	—
CLASS II.											
<i>Loans Secured on Rates.</i>											
County Councils,	—	—	—	—	12,457	—	—	—	—	—	—
Public Buildings,	—	—	—	—	20	—	—	—	—	—	—
Housing of the Working Classes.	—	—	7	—	3,200	—	425	28,048	—	—	—
Public Health,	—	9,200	—	—	51,828	—	155,800	4,120	—	—	—
Lunatic Asylum Buildings.	—	1,775	—	—	40,578	—	18,105	8,743	—	—	—
Labourers' Acts,	—	—	270	—	8,445	90	60,548	182,015	—	—	—
Dispensary Houses,	—	—	230	—	400	—	3,496	—	—	—	—
Workhouse Buildings,	—	—	—	—	18,581	—	15,059	—	—	—	—
Acquisition of Small Dwellings.	—	—	—	—	10,708	—	—	—	—	—	—
	—	10,975	497	—	140,961	90	248,442	217,938	—	—	—
CLASS III.											
<i>Loans Secured on Lands.</i>											
River Drainage,	—	—	—	—	—	—	—	—	—	1,980	—
River Drainage Maintenance.	—	—	—	—	2,950	—	—	—	—	651	I
Improvements of Lands,	—	—	—	—	—	—	—	37,830	—	—	—
Land Improvement Preliminary Expenses.	1,300	—	—	—	—	—	—	—	—	—	—
Land Law,	—	—	—	—	—	—	41,615	—	—	—	—
	1,300	—	—	—	2,950	—	78,945	—	2,581	1	—
CLASS IV.											
<i>Miscellaneous Loans.</i>										—	—
Globe Loans,	—	—	—	—	—	—	—	5,854	—	—	—
National School Teachers' Residences.	—	—	—	—	—	—	—	5,868	—	—	—
Non-Vested Schools and Training Colleges.	—	—	—	—	—	—	—	4,543	—	—	—
	—	—	—	—	—	—	—	16,265	—	—	—
GRAND TOTAL.											
	1,300	10,975	497	240	154,550	90	344,052	217,938	23,536	1	—
Percentage of Advances at each Rate per cent.	0·15	1·44	0·07	0·03	20·25	0·01	45·09	28·58	4·39	0·00	—
					£763,067						

TABLE (2)

SERVICE,	TERMS OF TERM.			
	Not exceeding 10 years.	Exceeding 10 but not exceeding 20 years.	Exceeding 20 but not exceeding 30 years.	Exceeding 30 but not exceeding 50 years.
CLASS I.				
<i>Loans Secured on Undertakings.</i>				
Railways,	—	30,755	—	—
Quarries, Mines, &c.,	1,000	5,000	—	—
Harbours, Docks, &c.,	200	—	—	400
Housing of the Working Classes,	1,650	229	—	—
	3,850	38,984	—	400
CLASS II.				
<i>Loans Secured on Rates.</i>				
County Councils,	7,057	5,400	—	—
Public Buildings,	—	20	—	—
Housing of the Working Classes,	—	3,000	432	28,248
Public Health,	11,975	44,649	155,300	8,610
Lunatic Asylum Buildings,	16,635	26,353	12,430	3,793
Labourers' Acts,	—	9,045	59,008	182,815
Dispensary Houses,	—	—	4,115	—
Workhouse Buildings,	5,320	7,011	16,569	—
Acquisition of Small Dwellings,	3,415	7,298	—	—
	44,400	102,771	248,944	223,474
CLASS III.				
<i>Loans Secured on Lands.</i>				
River Drainage,	—	—	1,830	—
River Drainage Maintenance,	3,402	—	—	—
Improvements of Lands,	—	28,047	9,283	—
Land Improvement, Preliminary Expenses,	1,500	—	—	—
Land Law,	70	41,515	—	—
	4,872	69,592	11,813	—
CLASS IV.				
<i>Miscellaneous Loans.</i>				
Gicle Loans,	68	60	5,728	—
National School Teachers' Residences,	—	50	5,818	—
Non-vested Schools and Training Colleges,	—	—	4,543	—
	68	120	16,077	—
GRAND TOTAL,	52,190	211,467	275,534	223,876
Percentage of Advances for each term of years,	6.64	27.71	35.11	29.34

TABLE 3.

SECTION.	MODE OF REPAYMENT							
	BY WAY OF AMORTISATION.				BY EQUAL INSTALLMENTS OF PRINCIPAL.			
	Not exceeding 20 Years	Exceeding 20 but not exceeding 30 Years	Exceeding 30 but not exceeding 40 Years	Exceeding 40 but not exceeding 50 Years	Not exceeding 20 Years	Exceeding 20 but not exceeding 30 Years	Exceeding 30 but not exceeding 40 Years	Exceeding 40 but not exceeding 50 Years
CLASS I.								
<i>Loans Secured on Undertakings.</i>								
Railways,	-	-	-	-	-	30,755	-	-
Quarries, Mines, &c.,	-	-	-	-	1,000	8,000	-	-
Harbours, Docks, &c.,	-	-	-	400	200	-	-	-
Housing of the Working Classes,	-	-	-	-	1,650	229	-	-
	-	-	-	400	2,550	38,984	-	-
CLASS II.								
<i>Loans Secured on Rates.</i>								
County Councils,	-	-	-	-	7,057	5,400	-	-
Public Buildings,	-	-	-	-	-	20	-	-
Housing of the Working Classes,	-	-	-	-	-	3,000	432	25,348
Public Health,	-	-	-	-	11,973	44,649	155,200	8,620
Lazaret Asylums Buildings,	-	-	-	-	16,655	26,353	12,420	3,793
Labourers' Acts,	-	9,045	59,108	182,815	-	-	400	-
Dispensary Houses,	-	-	4,115	-	-	-	-	-
Workhouse Buildings,	-	-	-	-	5,390	7,012	16,568	-
Acquisition of Small Dwellings,	-	4,405	-	-	3,415	2,888	-	-
	-	18,450	63,223	182,815	44,400	59,321	185,021	40,661
CLASS III.								
<i>Loans Secured on Lands.</i>								
River Draining,	-	-	1,880	-	-	-	-	-
River Draining Maintenance,	3,602	-	-	-	-	-	-	-
Improvement of Lands,	-	28,047	9,283	-	-	-	-	-
Land Improvement Preliminary Expenses.	-	-	-	-	1,900	-	-	-
Land Law,	70	41,545	-	-	-	-	-	-
	-	3,672	69,592	11,913	-	1,900	-	-
CLASS IV.								
<i>Miscellaneous Loans.</i>								
Globe Loans,	68	60	5,726	-	-	-	-	-
National School Teachers' Residencies,	-	60	5,808	-	-	-	-	-
Non-Visited Schools and Training Colleges.	-	-	4,543	-	-	-	-	-
	-	68	120	16,077	-	-	-	-
GRAND TOTAL.								
	-	3,740	83,163	90,513	182,815	48,450	128,306	185,021
	-		£36	0,630			£40	2,437
Percentage of Advances for each term of Years.	0-19	10-90	11-86	24-01	£76	3,067	6-35	24-25
								5-33

LOANS FOR TECHNICAL SCHOOLS.

During the past year we have been in correspondence with local authorities and private individuals on the subject of loans for the purpose of Technical Instruction under the provisions of the Agriculture and Technical Instruction (Ireland) Act, 1899. These loans can be made only to County Councils and Urban District Councils.

Section 19 of the Act (62 & 63 Vict., c. 50) provides that a County Council may borrow as if the purpose were one for which they are authorised to borrow by the Order in Council under section 104 of the Local Government (Ireland) Act, 1898, and that Urban Councils may borrow as under the Public Health (Ireland) Act, 1878. The security consists of the rate struck for the purposes of the Act. Technical Schools will have other sources of revenue in addition to the rate—e.g., contributions from the Department of Agriculture and fees—but the Board have been advised that none of these can be taken as security for a loan, the rate being the sole security available. It has been arranged that plans for works and proposals for purchase of premises shall first be submitted to the Department of Agriculture, in order to determine whether they meet the requirements of the Department, and whether the contemplated expenditure is reasonable, having regard to the income available, or likely to be available, for the purposes of instruction in the locality, and to the object on which the loan is to be spent. The specific consideration of the application for a loan in the first instance affords the Department an opportunity for seeing how much of the income from rates of the local authority can be made available for the repayment of a loan without risk of interference with the ordinary working of the school. This is of great importance. In the somewhat analogous service of loans for Public Libraries, in cases where, owing to the valuation being small, the penny rate for Library purposes, which generally constitutes the whole, or almost the whole, Library income, would not suffice for current expenses and payments at foot of the loans, no loan is practicable.

The application having been approved by the Department of Agriculture and Technical Instruction, has to be dealt with by the Local Government Board before it can be considered by the Commissioners of Public Works, because (1) the consent of the Local Government Board is necessary to enable a County Council to borrow (Local Government (Ireland) Act, 61 & 62 Vic., c. 37, sec. 104, and Application of Enactments Order, 22nd December, 1898, Article 22); and (2) the recommendation of the Local Government Board is equally necessary where an Urban Council borrows under the provisions of the Public Health Act, which, as already stated, Section 19 of the Agriculture and Technical Instruction (Ireland) Act, 1899, makes applicable in such cases.

The service, of which only the foregoing outline can now be given, will probably develop in different directions as schemes for agricultural or technical instruction are formulated by the various local centres and approved by the Department of Agriculture and Technical Instruction. Up to the present only one loan has been made, viz.:—A loan of £1,500 to Ballymena Urban District Council for the purchase of premises for a technical school.

LAND IMPROVEMENT LOANS.

The number of applications for loans for Agricultural Improvements dealt with under the Act 10 Vic., c. 32 (loans to owners), and 44 & 45 Vic., c. 49, section 31 (loans to occupiers), during the year 1902-3 exceeds the number for any year since 1885-6. The total number for the year is 1,774—i.e., 584 to owners and 1,190 to occupiers.

The increase is particularly noticeable in loans to owners owing to the number of tenant purchasers who avail themselves of these loans. It has to be explained that as soon as an occupier purchases his holding he is qualified to borrow under the Act 10 Vic., c. 32, and his application must *prima facie* be considered under that Act.

In 1901-2 the number of applications from tenant purchasers was 310, whilst in the year under review the number increased to 340.

In 1901-2 the number of applications from occupying owners who failed to qualify under the Act 10 Vic., c. 32, but came under the Land Law Act, 1881, was 83, whereas in the present year the number is 106.

It will be remembered that on the 26th-27th of February this country was visited by a storm of great severity, and it is satisfactory to be able to record that, comparatively speaking, little damage was done to works that were carried out with the aid of loans from this Department.

About forty notices of injury to farm offices were received, the majority of which related to iron hay-barns or similar structures. The Board caused the injured structures to be examined with a view to advising the borrowers as to the best means of carrying out the necessary repairs, and it has been ascertained that in the majority of instances the damage was such as could be rectified at small cost.

Having regard to the large number of farm buildings—both dwelling-houses and offices—that have been erected with the aid of these loans all over the country, the very small proportion that failed to bear the strain of the storm indicates the good quality of the work executed by the borrowers.

In the year the Board were asked to consider the making of loans for the erection of sheds, known from the name of the designer as "Candy Cattle Sheds," which are used as open shelters for grazing cattle. These sheds consist of timber roofs on iron or wooden standards, with one side open and the other three closed with rough boards, concrete, or corrugated iron.

Heretofore the Board had not approved of the use of timber as the principal material in the construction of farm offices, owing to the risk of fire and to the shortness of the life of wood as compared with masonry or iron.

It was represented to the Board that the first of these objections would be met, in the case of "Candy Sheds," by the fact that such structures are remote from residences and other buildings where fires, lanterns, &c., are in use. The second objection admitted of being dealt with by limiting the period for the repayment of the loan. After mature consideration, the Board, with the consent of your Lordships, included "Candy Sheds" amongst the purposes for which loans might be made, the period for their repayment being limited to ten years. An annuity of £11 17s. 9d. per cent., covering principal and interest, discharges the debt in that period. So far, no loans have been made.

IV.—MISCELLANEOUS DUTIES OF THE BOARD.

ARTERIAL DRAINAGE.

Referring to passages in our previous Annual Reports (Report 1900-1, p. 22, 1901-2, p. 21), as to steps taken to secure the triennial election of Trustees for Districts constituted under the 5 & 6 Vic., c. 89, we are glad to state that there are now only about a dozen Districts for which Trustees have not been elected.

As regards Districts constituted under the 26 & 27 Vic., c. 88, for each of which it is intended a Drainage Board shall be elected annually, the number of these bodies appointed in 1902-3 compares favourably with that for the preceding year. In 1902-3 30 Drainage Boards were elected as compared with 20 elected in 1901-2.

SHANNON NAVIGATION.

CORRESPONDENCE WITH GRAND CANAL COMPANY.

In our Report for 1900-01 (p. 23), it was stated that there had been correspondence during the year with the Grand Canal Company as to the conditions affecting the use of the Shannon Navigation by that body, and the hope was expressed that the resumption of correspondence as to tolls would ultimately lead to a satisfactory solution. In the succeeding Report (1901-2) it was stated (p. 21) that the reply of the Company to a letter from the Board of 27th December, 1900, respecting certain points which had been under discussion had not reached the Board until 10th May, 1902, and that the Company's letter then received had necessitated a further reply from the Board, which was forwarded on the 29th idem. No reply has been received from the Company since that date, and the several matters under correspondence remain unsettled. The following paragraphs explain the main points under discussion.

1.—Reduction of Tolls.

In reply to a request from the Company in September, 1899, for a reduction of at least 50 per cent. in the tolls charged on the Shannon Navigation, the Board, after consideration, expressed regret that they were unable to comply. There was no further correspondence on the subject until July, 1900, when the Company wrote the Limerick Harbour Commissioners complaining of the Board's refusal. The Company are aware that in a matter of this kind the Board are bound to act under the directions of the Treasury, and that if any person or public body feels aggrieved by the action of the Board, it is open to them to appeal to your Lordships.

The grounds on which the Board found themselves unable to comply with the request for reduction of tolls in 1899, are as follows.

As your Lordships are aware, the Shannon Navigation is maintained out of rents and other miscellaneous receipts, and the tolls derived from the traffic. It is not worked for profit; no account is taken of the capital that has been sunk in it; and at the end of four only of the last twenty-three years has there been a balance to its credit. There is no doubt, however, that the finances are improving, and when certain terminable charges run out there is a possibility there will be funds available for improvements or for reductions in the tolls. But until such funds become available, the effect of a reduction of the tolls would be a deficit in the fund necessary for the carrying on of the Navigation.

This state of affairs was made perfectly clear in the year 1894 to the Committee of both Houses, which had before it the Orders of the Board of Trade dealing with the maximum charges to be levied on certain waterways, among them the Shannon Navigation. Before that date the charges on the Navigation were those fixed by the Acts regulating the Navigation of the Shannon, and the Board satisfied the Committee that the tolls which they proposed in substitution for those originally suggested by the Board of Trade, were only such as would produce sufficient revenue to meet the charges, and were in no case beyond the actual tolls then in force under the Acts referred to. The Committee appreciated these considerations, and while limiting the tolls to the actual charges then in force, gave power to the Board to raise them, with the consent of the Treasury, within the limit of the maxima allowed. This power has not been exercised.

The Grand Canal Company were represented, and gave evidence before the Committee. They are therefore well acquainted with the considerations bearing on the reduction of tolls.

The considerations which prevailed in 1894 applied in 1899, and apply still, and the Board would not be warranted in making a reduction which would bring the income below the necessary annual outgoings.

The Canal Company appear to have based their claim for a reduction of tolls on the following points:—(a) that the amount paid in tolls by the Canal Company had increased; (b) that the Shannon and Limerick trade did not pay the Company; (c) that the Company incurred considerable expense on the steamers and boats and other plant in order to carry the traffic, and that these require renewal; (d) that the Company pay large sums in wages, rates, and taxes, and that the Canal confers much benefit on the mercantile community and the agricultural population of the district served by it.

As regards (a), (b), and (c), it is to be observed that they form no answer to the argument that the tolls charged were and are necessary in order to maintain the Navigation and meet the necessary outgoings. It cannot fail, for instance, to be admitted that tolls required to maintain the Navigation and enable its liabilities to be met, should not be cut down in order to enable the Company to renew their boats. With respect to the last consideration (d), the Board recognise the services which would be rendered by the Company in keeping up competition with the railway for goods along the line of Canal and Navigation as far as Limerick. It appears, however, from evidence given before the Railway Commission at an Inquiry in Dublin in 1902, by the late Mr. Colhoun, Traffic Manager of the Great Southern and Western Railway Company, that an agreement had been made between the two Companies as to the rates to be charged by them. It is obvious that such an agreement may contain provisions which would deprive the locality of the benefit of free competition on the part of the Canal Company. If the agreement has had the effect of keeping up the cost of carriage by the Canal Company's boats, it is only fair that the blame should not rest on another body, namely, this Board, who make no profit out of the Shannon Navigation, and whose tolls are fixed purely with a view to meeting the necessary outgoings connected with the system.

On the Shannon Navigation the Grand Canal Company occupy the position of what is technically known as "bye-trader." We, therefore, asked the Company what were the charges levied by them on bye-traders on their own system, and in reply, we received from the General Manager of the Company a statement of such tolls. It appears from the information thus given that the charges to bye-traders on the canal system were very heavy and, with a view to facilitating bye-traders' traffic, we offered to the Company to make reductions in our charges to that class, as soon as our finances permitted, proportionate to any reduction that might be made to the same class by the Company on their system, and with this object we asked for certain information. The Company have replied that the information furnished in compliance with our request for

the charges to bye-traders does not represent the actual charges. This is not a very material point. The important thing is that they have declined to consider the offer made by us with a view to the reduction of the charges to bye-traders by them on the Shannon Navigation, and on the Grand Canal System.

2.—*The Method of Calculating Weights on which Tolls are charged.*

The Canal Company complain that the Board refuse to accept their manifests for the calculation of tolls. The clauses in the Schedule to the Provisional Order dealing with the Grand Canal, 57 & 58 Vict., ch. ccii., and in the Schedule to the Provisional Order dealing with the Shannon Navigation, 57 & 58 Vict., ch. ccvi., are (with one small exception in the case of stone) identical, and provide that the weight, except as afterwards provided with reference to timber, shall be determined according to the imperial avoirdupois weight, which may be ascertained by actual weighing or by the tonnage gauges or indices of the boat containing the merchandise. The Board are not aware how the Company apply this clause in practice on the Grand Canal. On the Shannon Navigation ascertainment of the weight by tonnage gauges is the original and normal rule, and it will be seen that it is much more favourable to the quick working of traffic than the other method of actual weighing contemplated by the section which either party may insist upon.

In order that weighing by gauges may be carried out boats must be weighed, and when in consequence of their being waterlogged, leaking, or through other circumstances their weight alters, they should be re-weighed. Other bye-traders comply with this and make no complaint of the charges.

The Canal Company, who are the principal carriers on the Navigation, have, or had up to a recent period, among their boats some which have never been weighed, and a large number which, owing to their age and condition, required to be re-weighed. The Company have been called on frequently for many years to weigh and re-weigh, but they have not generally complied, nor has any record been found of their claiming to have tolls ascertained by actual weighing. If they will cause their boats to be duly weighed or re-weighed, as the case may be, all difficulty will cease. Tolls will be determined by the depths indicated, reference being had, in accordance with the existing practice, to the manifests to facilitate the detection of error.

As regards the request that the Board should accept the manifests of the boats as a sufficient indication of weight, it is contrary to the general practice of carrying companies to accept manifests from other companies passing traffic on to their systems, and the provision made by the Act and Bye-laws for ascertaining the weights render the acceptance of the manifests quite unnecessary. It is the experience of the Board that the manifests are not always correct.

The Board in December, 1900, offered to facilitate the Company by agreeing that the boats should be weighed at the Dublin terminus of the Grand Canal instead of Killaloe, but the Company did not see their way to accept this proposal.

3.—*Claim for Acceptance in certain Cases of Standard in lieu of Actual Weights.*

In an important section of their traffic, the Company have certain standard or conventional weights, which, as the Board are informed, are lower than the actual weights. They want these standard weights to be accepted as the basis of charges for the section of traffic referred to, but the Board were not in a position to accept this departure from the system of charging as provided for by the Act and Bye-laws. They had, however, previously to any controversy made an important concession to the Company in the tolls payable on porter traffic to enable the Canal to compete with the Railway, and this concession has been continued up to the present.

LEGISLATION IN 1902.

MARINE WORKS (IRELAND) ACT, 2 EDW. VII., CAP. 24.

The leading provision of this Act (sec. 1) empowers the Treasury to aid by grant the "execution and equipment" of certain Marine Works. In order to bring a work within the operation of the Section, it must be certified by the Lord Lieutenant to the Treasury—

- (1.) That it is necessary for the development of a trade or industry carried on by the inhabitants of a Congested Districts County.
- (2.) That it cannot be executed without special assistance from the State.

Before the Treasury, having received the Lord Lieutenant's certificate, can aid a work by grant, they must be satisfied—

(1.) That the Congested Districts Board, the Department of Agriculture, and local authorities have, by the free grant of land, or by agreeing to make and maintain ancillary works, or otherwise, and that persons locally interested have, in such manner as aforesaid or by pecuniary contributions given all reasonable assistance and facilities in their power towards the objects of the work.

(2.) That the Councils of Counties appearing to be "interested" in the work have agreed to contribute an annual sum, regulated by later provisions in the Act, for maintenance.

The Section goes on to indicate the province of the Board of Works under the Act, the main provision on this point being that the Board may execute the work or (with the consent of the Treasury) enter into an agreement with a County or District Council, or any public department or person, for the complete or partial execution of the work, or of any work ancillary thereto.

Sections 2 and 3 deal with the "contributions" by County Councils referred to in Section 1. The object of these contributions is to provide a fund for the maintenance of works. The County contribution shall, where one County only is interested, be such an annual sum as the Lord Lieutenant may fix, being not less than $\frac{1}{4}$ per cent. of the total cost of the work, and shall, where more than one County is interested, be such part of the said annual sum as the Lord Lieutenant, having regard to the prospective benefit to the inhabitants of the County, may fix.

Section 4 vests all certified works in the Board, and provides that the Board shall establish a general maintenance fund out of the County contributions. On this fund are thrown the expense of inspection and maintenance and the payment of certain harbour officials, provision being made that, in case the fund is insufficient for these purposes, the deficit will be met by moneys provided by Parliament.

Provision is made in Section 2 against the general maintenance fund becoming excessive. If not less than £6,000 stands to its credit, the Lord Lieutenant may reduce the County contributions within certain limits, and if at any time after reduction he considers the fund insufficient, he may increase the contributions, so, however, as not to exceed their original amount.

Section 6 provides for the levying of tolls and rates at certified works, and for the County or Counties "interested" being credited with the amount levied. If the tolls, etc., received in respect of a work exceed the County or Counties contributions, the excess is to be carried to the "General Maintenance Fund."

Section 9, "Provision of money for purposes of Act," enacts that any money raised under Section 4 of the Railways Act, 1896 (59 & 60 Vict., cap. 84), may be applied for advances under the Marine Works Act, and increases the limit of advances under that Section from £500,000 to £600,000. Section 9 further renders applicable to the purposes of the Marine Works Act any moneys received in respect of any means of communication assisted by the Board under Section 9 of the Act of 1896, and not applicable to the purposes of that Act.

Section 10 introduces a special provision in favour of Liscannor Harbour, County Clare.

Other Sections (5, 7 and 8) deal with the assessment of "works" to local rates, by-laws, and appointment of Harbour Constables.

Section 11 introduces the second main object of the Statute. A large number of fishery piers, some constructed before 1846, others under the Fishery Piers and Harbours Acts, 1846 to 1883, have become the property of the County Councils under the Grand Jury Act (Ireland) 1858 (16 & 17 Vic., cap. 136). Section 11 of the Marine Works Act enables the County Council and this Board to agree that such works within the County shall become vested in this Board and be maintained out of the "General Maintenance Fund." It also provides that the agreement shall contain a covenant on the part of the County Council to pay such an annual sum as the Lord Lieutenant may certify as a proper contribution in respect of each work.

PUBLIC LIBRARIES (IRELAND) ACT, 1902, 2 E&W. VII., c. 20.

This Act extends to Rural Districts in Ireland the powers in respect of the Public Libraries Act, 1855, etc., hitherto confined to Urban Authorities. Even where towns

are situated in a Rural District, the Rural Council is to be the authority invested with the power to adopt the principal Act, enabling money to be raised for Library purposes on the security of the statutory rate, and to carry out all the other provisions of the Public Libraries (Ireland) Act, 1855 to 1902. The Board have not up to the present received any application from a Rural Authority for a loan for library purposes.

AGRICULTURE AND TECHNICAL INSTRUCTION (IRELAND) ACT, 1902, 2 EDW. VII., c. 3.

Under this Act the Council of any County comprising a Congested District may exclude such district from the area of charge in raising money for agricultural, industrial, or technical purposes. The Act affects the Board only so far as it limits the security afforded by the rate where the area of assessment is restricted as indicated.

DUBLIN PORT AND DOCKS ACT, 2 EDW. VII., CH. ccxlii.

Several provisions in this Act have a bearing on services administered by us. Part III. deals with the purchase of lands for a projected widening of the North Wall (Dublin) Quay, in connection with which it is contemplated that it may be necessary to deepen the river opposite the Custom House Quay. Section 14 provides that before executing any works involving the deepening of the river at the place referred to, or deepening the portion of the Custom House Docks known as "the Old Dock," the Port and Docks Board shall submit plans, &c., of the proposed works to the Commissioners of Public Works in Ireland for their approval, and that until approval shall have been given in writing such works shall not be commenced. Provision is made for settling any difference between the two bodies touching the Section by arbitration.

Part VI. of the Act, headed "Rates" contains amongst others the following provisions :—

Section 39 enacts that in the case of steam vessels other than tugs the net register tonnage upon which rates are leviable by the Port and Docks Board shall in no case be deemed for the purpose of rating to be less than fifty per cent. of the gross register tonnage.

Section 40 enables the Port and Docks Board to levy in respect of goods the rates specified in the Fifth Schedule to the Act. It provides that the goods rates payable under the Section shall not until the expiration of five years from the passing of the Act exceed twenty-five per cent. of the rates specified in the Schedule.

Section 41 enables the Port and Docks Board during each of the five years following the passing of the Act to levy goods rates estimated to produce the clear sum of £8,000 a year. It further provides that the Port and Docks Board shall on or before the 31st December in each year immediately preceding each of the five years next following the passing of the Act make an estimate of the tonnage rates, thereafter called "net rates" which it will be necessary to levy on steam vessels other than tugs entering the port of Dublin the net register tonnage of which is less than fifty per cent. of their gross register tonnage in order in the year next following to produce in addition to the sum which would have been produced by the tonnage rates which would have been leviable on such steam vessels in case the Act had not been passed a clear sum of £8,000, or as near thereto as possible.

Part VII. is headed "Kingstown Harbour."

This Harbour, of which the Board are Commissioners under appointment by His Excellency the Lord Lieutenant, is used in several ways, (1) as a harbour of refuge; (2) for His Majesty's Navy, vessels carrying mails or engaged exclusively in passenger traffic, or carrying stores for Government departments, fishing vessels, &c.; (3) for purely commercial purposes. Legislation anterior to the Act of 1902 provided that Kingstown rates and dues of a purely commercial character should not be less than those charged in the port of Dublin. The restriction did not in theory or practice apply to any but purely commercial rates and dues. We thought it important to have the distinction between the commercial user of the harbour and all other purposes distinctly set forth in the Act and accordingly secured the insertion in Section 70, which dealt with commercial rates and dues in accordance with previous legislation of a provision that nothing therein contained should render it obligatory on the Com-

missioners of Kingstown Harbour to levy any rates or dues on the following classes of vessels or their cargoes, if any :—

- (a) Vessels employed by the Admiralty for coaling His Majesty's ships;
- (b) Vessels carrying His Majesty's mails;
- (c) Vessels engaged exclusively in passenger traffic;
- (d) Vessels carrying stores of any kind for the use of the Admiralty, War Office, Kingstown Harbour, the Commissioners of Irish Lights, or for the Board of Works, or any other Government department;
- (e) Vessels entering the Harbour for refuge, or repairs, or coaling, and not discharging or loading cargo;
- (f) Fishing vessels, except as aforesaid, and vessels engaged exclusively in the fishing trade.

Acting in our capacity of Commissioners of Kingstown Harbour, we proceeded to adopt the tonnage rates and goods rates fixed by the Port and Docks Board under the Act, but in the earlier part of 1903, the net tonnage rates, fixed by the Port and Docks Board, were quashed by a decision of the Court of King's Bench, which was upheld on appeal. Under the circumstances the Commissioners have for the present reverted to the tonnage rates leviable before the passing of the Act.

Part VIII. contains provisions with regard to Balbriggan Harbour to which it is not necessary to advert in detail.

Reports have been furnished to your Lordships in the year 1902-1903 on the following Bills, so far as they affect the duties of the Board :—

Belfast Corporation.
 Belfast Street Tramways.
 Belfast Waterworks.
 Cavehill and Whitewell Tramways.
 Cork Harbour.
 Donegal Railway.
 Dublin, Wicklow, and Wexford Railway.
 Fishguard and Rosslare Railways and Harbours.
 Great Southern and Western Railway.
 Marine Works (Ireland).
 Midland and Belfast and Northern Counties Railway.
 Midland Great Western Railway.
 Mullingar, Kells, and Drogheda Railway.
 Public Works Loans.
 Rathmines and Rathgar Urban District Council.
 Rural Small Dwellings Acquisition.
 Strabane and Letterkenny Railway.
 Ulster and Connaught Light Railways.
 Waterford and Bishop Foy Endowed Schools.

We have the honour to be,

Your obedient Servants,

GEORGE C. V. HOLMES,
 R. O'SHAUGHNESSY,
 GEORGE A. STEVENSON.

H. WILLIAMS,

Secretary.

4th August, 1903.

APPENDICES.

APPENDIX (A).

DETAILS OF VOTED SERVICES.

STATE RESIDENCES AND DUBLIN CASTLE.

State Apartments, Dublin Castle.—Electric lighting has been extended to the bedrooms.

Chief Secretary's Lodge.—The old paving in the quadrangle having become worn out and dangerous was removed and concrete substituted.

Under Secretary's Lodge.—Extensive renewals and Sanitary works were carried out

NAVAL AND MILITARY BUILDINGS.

Royal Hospital, Kilmainham.—The new farmyard at the Master's Quarters has been completed and enclosed, and the new farm buildings commenced in 1901-02 completed. These works have much improved the general sanitary condition of the premises.

The old roof of the Gardener's house had become decayed and unsightly. A new (tiled) roof has been constructed.

At the Infirmary increased accommodation for infirm patients was found necessary, and it was decided to convert the quarters in the main building occupied by the Infirmary Sergeant Major into an additional ward, and to equip new quarters for the latter in the Institution Laundry. The work is in progress and well advanced.

The old bath-room for in-pensioners was inconveniently situated in the basement. A new one has been constructed on the top floor.

Royal Hibernian Military School.—The sanitary works in connection with the dormitories referred to in the Board's last Report have been completed.

New and improved sanitary fittings have been provided for the Hospital, Laundry yard, and Farmyard.

Ordnance Survey Office, Mountjoy Barracks.—In consequence of the necessity for improved artificial light at this building, which is in a distant part of the park, it was decided after careful investigation to instal Acetylene Gas. The works were completed in September.

Ordnance Survey Office, Belfast.—Additional light required in the plotting rooms of this Office, which are on the top floor, was obtained by forming three large skylights. The ventilation of the rooms was improved at the same time.

Ordnance Survey Office, Ennis.—Considerable additions have been made to the fire-mains, hydrants, and other fire extinguishing appliances.

COAST GUARD STATIONS.

Castletownbere.

Galley Head (Dirkcoose).

Knightstown.

Lawrence Cove.

Bonmahon, Fethard, and Rossave.—New wash-houses have been built at these stations.

Ballycotton.—The site of the Signal Station has been enclosed, and foundations built for a semaphore.

Ballincourt.—A new porch to shelter the office has been built.

Killeel, Co. Down.—This station, commenced last year, was completed in September, and the accommodation provided for one Officer and four men, has been found satisfactory. The premises are occupied by the crew formerly located at Leetona, the latter station having been given up.

Tara, Co. Down.—Provision was made for building a new boat-house and improving the Station Officer's old house, but instead of this programme a new house was, with the approval of the Admiralty, built for the Station Officer, and the boat-house and watch-room enlarged and improved, and store-rooms constructed.

Carrickfergus (Detachment), Co. Antrim.—During this year the plans were prepared and arrangements made for carrying out the work, but owing to unavoidable delay in the perfecting of the lease, it was impossible to begin operations before the end of the year.

Ballyhalbert, Co. Down.—The Officer's house, located in an old Customs building, was damp owing to the condition of the external plaster, which has been removed and replaced by cement.

Greencastle, Co. Down.—Provision was made for sinking a well and erecting a pump so as to increase the water supply. It was found, however, on making a trial pit that the water was unfit for use, and instead of a well and pump a large underground tank was constructed with the approval of the Admiralty for the purpose of storing the overflow from the existing rain water tanks.

Ardglass, Co. Down.—A new wash-house has been erected at this station and the drainage altered and improved.

Cushendall, Co. Antrim.—The roof of the Station Officer's house was very old and defective. A new roof has been provided.

Bray, Co. Wicklow.—Provision was made for erecting a railing around the boat-house. The Urban District Council on being notified, proposed, in the interest of the town, that a new boat-house should be erected on another site, and that the site of the existing structure should pass into their possession. They expressed their readiness to contribute to the cost of this substituted scheme. The railing has not been proceeded with and negotiations are pending with the Urban Council on their proposal.

Wicklow Head Signal Station, New Look-Out Hut.—The Admiralty proposed a more extensive scheme of accommodation than that originally contemplated by them, and the work has in consequence been postponed.

Culdaff—The water supply has been improved.

Greencastle.—Additional quarters for one man have been provided.

Malinmore.—New staircases have been erected, and the drainage system improved.

Port Kinneigoe—A new well has been sunk.

Tribane.—A new wash-house has been built.

Cleggan.—A new boatslip and five new fuel stores have been provided, and the water supply and drainage system have been improved.

Clifden.—The office and watch-room accommodation has been improved.

Bunowen.—The water supply has been improved.

Roundstone.—The boatslip has been lengthened and widened to a considerable extent.

Ballyglass., } —The water supply at these stations has been improved.
Claggan., }

Bullsmouth.—A new wash-house has been provided.

Dalkey.—A new wash-house has been provided, and the water supply has been improved.

Royal Naval Reserve, Renmore.—Steel doors and shutters in the Magazines, and a lightning conductor have been provided.

CIVIL DEPARTMENTS.

Inland Revenue, Kilkenny.—The drainage arrangements were found to be defective and a new system on modern lines was introduced.

Registry of Deeds.—Additional sanitary accommodation for the Staff has been provided.

Record and Writ Offices, Four Courts.—A book lift between ground and upper floors has been provided.

Portugal Inspection Office, Waterford.—The office being old and decaying and also too small for the service, a new site has been obtained and a larger office erected.

Portugal Inspection Office, Belfast.—A Portugal Inspection Office has been formed in the Custom House, Belfast, and the old office for which a rent was paid, has been surrendered.

POSTAL AND TELEGRAPH OFFICES.

Clonmel, Killarney, and Youghal.—New Linemen's huts were provided at these places.

Kilkenny.—The sanitary accommodation, being unsatisfactory, has been thoroughly re-arranged. Modern apparatus have been provided and new drains laid.

Cahir.—The existing office, which was in private premises, being too small, a tender for a Crown Office has been accepted. The building is in progress.

Belfast.—More efficient protection against fire was provided by the supply of a number of hand pumps and the erection of taps at various convenient points throughout the building with water supply laid on. A hydrant with hose and nozzle was also erected in the yard.

The Registered Letter enclosure in the Sorting Room was enlarged and refitted. The Private Box Office was improved, an enclosed Office formed in the Sorting Room for the Superintendent, and additional electric lights provided in the Clerks' Sorting Room.

Coleraine.—This building contained an Office and Postmaster's residence, but the business having increased it was found necessary to extend the office accommodation. This was done by appropriating the Postmaster's quarters, retaining three rooms on the top floor for a caretaker's residence.

The Instrument Room and Male and Female Clerks' retiring rooms were transferred to the first floor. New retiring rooms were formed for Postmen and a room for the Telegraph Messengers, who had none before. The Sorting Room and Store were enlarged and additional fittings were applied.

Clones.—The site for a new office was acquired; plans and specification prepared; and tenders invited before the close of the year.

Portadown Parcel Depot.—Steps have been taken to provide the necessary fittings and furniture in anticipation of the completion of the structure which is being built by the Great Northern Railway Company.

Castlebar.—Considerable progress has been made with the new Office and Residence.

Galway.—The contract for alterations and additions has been completed.

Clifden.—A new Lineman's hut has been erected.

QUEEN'S COLLEGES.

Cork.—A water supply was laid on to the beaches in the Natural History Department, and an electric light installation was laid on from the Cork Electric Light Company's mains to the Dissecting Room and Anatomical Lecture Room. The man laid in by the College Council would not admit of further rooms being lighted.

Electric cables have been laid down from the Company's mains to the College buildings, at a cost of £450, and early steps will be taken to light the other lecture rooms by electricity.

Galway.—A pavilion containing baths and dressing-room has been built in the grounds.

The Dissecting Room has been remodelled; and a considerable quantity of special furniture and fittings has been supplied for the Library, Engineering School, and other departments.

Belfast.—An electric motor chamber has been erected, and other works carried out in connection with the erection of an organ (the gift of a Belfast citizen) in the Examination Hall.

PUBLIC GARDENS, &c.

Botanic Gardens.—The high wall, enclosing the additional ground lately acquired, has been completed.

Phoenix Park.—A new cycle gate was erected at Knockmaroon.

The road leading from the main entrance into the Royal Irish Constabulary Depot to the front gate of the Royal Zoological Society's Gardens has been widened by five feet, in order to accommodate a car hazard established there with the Board's sanction in 1901.

The old accommodation road to the Zoological Gardens work-yard has been closed up, and its site planted with flowering trees and shrubs. A new accommodation road has been formed, with a better grade and in a more convenient position.

A new footpath has been formed across the Park from a point near Island Bridge gate to the road running from the main road to the Phoenix Cricket Club pavilion.

The roads and footpaths have been well maintained. 45,630 superficial yards of roadway have been re-stoned and steam-rolled during the year.

DUBLIN METROPOLITAN POLICE.

Chapelizod.—The sanitary accommodation has been removed outside the precincts of the main building, and a yard has been enclosed around the sewage precipitation premises.

Ballybough and Clontarf Barracks.—Consequent on the absorption of the Clontarf Township in the City of Dublin, the Royal Irish Constabulary have been withdrawn from the district, which is now served by the Metropolitan Police.

The R.I.C. Barracks at Ballybough and Clontarf have been taken over for the use of the Metropolitan Police, and the necessary alterations and extensions have been made.

Clontarf Town Hall has been rented for use as a Police Court.

ROYAL IRISH CONSTABULARY.

Bansha.—A new railing and gates were erected in front of the Barrack.

Banagher.—The work of altering and repairing this old military barrack for occupation by the Royal Irish Constabulary was put in hand.

Ballymoney.—The Head Constable's quarters were improved by laying concrete under the ground floors, enlarging the bedroom, and forming a scullery with trough and water supply. New drains from these quarters were also laid, and ventilation provided for the main drains of the Barrack.

Cullingtree Road, Belfast.—The sanitary accommodation for the Head Constable's family being unsatisfactory new arrangements have been carried out.

Falcarraugh.—The water supply has been improved.

Londonderry, Victoria Barracks.—The cells and fittings have been considerably improved.

Dromore.—The stables have been re-roofed, a nailed area provided in front of the building, and a wash-house erected.

Ennis.—A bicycle shed has been built.

Sligo.—The barrack block has been cemented externally, and the drainage improved.

Roscommon.—Increased sanitary accommodation with improved drainage has been provided.

Temporary Barracks.—Ten new temporary barracks have been erected, including wash-houses and privies.

NATIONAL EDUCATION BUILDINGS.

Model Schools, Belfast.—New sanitary accommodation for night students and lavatories for the girls' day school were provided.

DUNDREUM CRIMINAL LUNATIC ASYLUM.

An Electric Night Recording Apparatus has been installed.

ROYAL HARBOURS.

Remarks by the Harbour Masters on the Fishing Industry and Trade of the several Royal Harbours will be found in Appendix (D.)

Kingstown Harbour, Co. Dublin.—Considerable permanent repairs (necessitated by the severe storm of November, 1901) to the sea-slope of the eastern breakwater and to the Wharf wall were carried out in concrete during the year, and most of the damaged wharf surface has been restored. Two breaches in the walls, near the Boat Harbour, were rebuilt, and preparations made for the restoration of a third.

The renewals and repairs to the timberwork of the Mall Packet Pier were continued, and guard-chains were fixed along the entire unprotected portion of the structure. Dredging was done at the central part of the Harbour and north of the Mall Packet Pier—3,645 tons being removed. At east end of the Victoria Wharf a second flight of steps was built. Improvements were made at Dunleary Pier and the Traders' Wharf.

The roads, wharves, floating plant, cranes, workshops and buildings were maintained in good order and condition, and the buoys and moorings overhauled and painted.

The Harbour Dredgers (2) were repaired.

Houth Harbour, Co. Dublin.—At the eastern breakwater some protective facing course was constructed, a damaged groin repaired, small slope damages made good, and the parapet steps near the root end improved.

Dredging amounting to 6,437 tons was done near the Harbour mouth. By tidal excavation 500 tons of material were removed, and 4 derelict fishing vessels cleared away.

Dunmore East Harbour, Co. Waterford.—The sea-slope of the breakwater was protected by concrete toe-blocks. Two ladders were placed on the wharf wall, which are a great convenience to fishermen.

Dredging was done near the pier head for the purpose of improving the berths, 2,221 tons being lifted.

New porches have been built to the Harbour Master's cottage and new sanitary accommodation provided. The concreting of the yard has been completed and a plot of ground enclosed for a garden.

Ardglass Harbour, Co. Down.—Practically no damage was done by storms during the year. Sanitary accommodation was provided for the use of persons frequenting the harbour. The floating plant was overhauled and repaired.

Douaghader Harbour, Co. Down.—Considerable repairs to the north and south sea-slopes (damaged in November, 1901, and subsequently) were carried out during the year, and the Harbour entrance was cleared of stones. The wharf walls, pavements, roads, and plant were repaired where necessary.

SHANNON DRAINAGE.

At Killaloe, Athlone, and Tarmosbarry sluices, repairs to the concrete aprons were carried out.

RIVER MAIGUE NAVIGATION.

The wharf, swivel bridge, and Collector's house have been maintained in good order.

ANCIENT MONUMENTS.

See p. 10 of Report, and Appendix (E), p. 52.

APPENDIX (B).

DETAILS OF NON-VOTED SERVICES.

ARTIFICIAL DRAINAGE AND IMPROVEMENT OF LANDS (IRELAND) ACT, 1863, AND AMENDMENTS.

26 & 27 Vic., c. 88; 27 & 28 Vic., c. 72; 28 & 29 Vic., c. 52; 32 & 33 Vic., c. 72; 35 & 36 Vic., c. 31; 37 & 38 Vic., c. 32; 41 & 42 Vic., c. 59; 43 & 44 Vic., c. 27; and 55 & 56 Vic., c. 65.

The works in the Triogue District, Queen's County, have been carried on by the Local Drainage Board during the past year, and it is anticipated they will be completed this year.

Two applications for the formation of new Districts were received, viz.:—(1) Pallas River, Co. Tipperary. The preliminary inquiry was held in this case, and steps are now being taken to have the District constituted. (2) Farney Bridge and Ballynahow, Co. Tipperary. An inquiry is about to be held regarding this scheme.

The Provisional Order for the Dunderry District, Co. Meath, has been confirmed by Act of Parliament during the past session and the works are in progress.

DRAINAGE MAINTENANCE.

29 & 30 Vic., c. 49.

Maintenance works were carried out in the Killard District, County Cork, at a cost of £233; also in the Upper Gully District, Queen's County, at a cost of £418. The cost has been charged on the respective Districts.

The Kildare Drainage District was inspected and maintenance work estimated at £500 was found necessary. Difficulties having arisen regarding the re-constitution of the Drainage Board, a Bill has been introduced into Parliament confirming a Provisional Order of the Local Government Board transferring the business of this Drainage District to the Kildare County Council.

The Island Lakes and Glore River Drainage District, County Mayo, was inspected, and an expenditure estimated at £3,400 was found necessary to restore the works to their original condition. The Drainage Board have been called upon to execute the necessary works within twelve months.

The Balla Drainage District, County Mayo, was inspected. The maintenance work undertaken by the Trustees is proceeding in a satisfactory manner.

On the expiry of a notice given the Trustees of the Lower Inny District, Counties Meath, Westmeath, Longford, and Cavan, the District was inspected, and the Trustees have since undertaken to carry out the necessary maintenance work.

In the Lough Corrib Drainage District, Counties Galway and Mayo, an inspection was made in connection with the channels at Galway and the attention of the Trustees was drawn to the maintenance work required, which they have since been dealing with.

The Nobber Drainage District, County Meath, was inspected. A loan of £1,000 to the Trustees was sanctioned for maintenance work.

RAILWAY CLAUSES CONSOLIDATION ACT.

8 Vic., c. 20,

Certificates of the dimensions of culverts and waterways were issued in the cases of the Donegal and Ballyshannon Extension of the Donegal Railway, and the Goold's Cross and Cashel Extension of the Great Southern and Western Railway.

FISHERY PIERS AND HARBOURS MAINTENANCE.

16 & 17 Vic., c. 136.

Repairs to the foundation works at the head of Teelin Pier, County Donegal, were carried out at a cost of £625, the funds being provided by the Congested Districts Board.

WESTPORT HARBOUR, COUNTY MAYO.

An inspection was made in connection with a proposed loan for new dredging plant.

PORTREATH HARBOUR, COUNTY LONDONDERRY.

The suction dredger at Kingstown was lent for a month to the Harbour Company, and it dredged 25,740 tons of sand in that time, at a cost of 2·86d. per ton, inclusive of working, hire, and insurance charges.

COURTOWN HARBOUR, COUNTY WEXFORD.

This Harbour was inspected in connection with a loan for maintenance work.

SHANNON NAVIGATION.

Dredging was done in the navigation channel at Bunnowen, in the canal at Edna, and at Killaloe, 6,425 tons being removed. At Athlone 1,833 tons, and at Scariff 660 tons were dredged, and the Harbour at Dromod was deepened. One new pair of breast gates was erected at Annabeg Lock. A new steel swivel bridge was built at Mr. Lefroy's Dock, Killaloe.

The locks, bridges, embankments, piers, tow-paths, drains, buildings, cranes, buoys, beacons, floating plant, &c., were maintained in good order.

The gross tonnage carried in 1902 was	...	...	86,605 tons.
Do. do. in 1901 was	...	...	<u>85,631</u> "
Increase,	...	...	974 tons.

ROYAL CANAL.

The Midland Great Western Railway Company have proceeded with dredging in the vicinity of Abbeyshrule and Fenellick.

ARBITRATIONS UNDER "THE RAILWAYS (IRELAND) ACTS" (1851, 1860, 1864).

14 & 15 Vic., c. 70; 23 & 24 Vic., c. 97; and 27 & 28 Vic., c. 71.

Arbitrations have been applied for and Arbitrators appointed in the following cases:— Belfast and Northern Counties Railway—Lands required in Londonderry, Antrim, and Tyrone for the purposes of their Act of 1899.

Great Northern Railway—Ballyroney to Castlewellan Extension—Lands required for the purposes of their Act of 1900.

Additional lands required at Bundoran for the purposes of their Act of 1900. Midland Great Western Railway—Lands required for the purposes of their Act of 1900.

Belfast and County Down Railway—Newcastle to Castlewellan Railway—Lands required for the purposes of their Act of 1900.

Donegal Railway—Lands required for the purposes of their Acts of 1896 and 1900.

Great Southern and Western Railway—Goldscross to Cashel Extension—Lands required for the purposes of their Act of 1901.

INQUIRIES INTO TRAMWAY PROJECTS.

23 & 24 Vic., c. 152, s. 9; 24 & 25 Vic., c. 102, ss. 6, 7.

An Inquiry was held into the Bray Electric Tramway Scheme, and the Board's Statutory Report on its engineering merits was made on 15th July, 1902.

LAND IMPROVEMENT ACT, 1864; LIMITED OWNERS' RESIDENCES ACT, 1870, &c.

27 & 28 Vic., c. 113; 34 & 35 Vic., c. 84; 40 & 41 Vic., c. 31.

Four applications have been made to the Board during the past year for sanction to expenditure to the amount of £7,250 under these Acts. Three Provisional Orders sanctioning expenditure to the amount of £3,163 have been issued and two Absolute Orders amounting to £1,620 have been made in respect of executed works.

APPENDIX C.

DETAILS OF LOAN SERVICES.

(For Abstract of Accounts and Tables, see Appendix G.)

CLASS (L).—LOANS SECURED ON UNDERTAKINGS.

Labourers' Dwellings in Towns and Housing of the Working Classes.

Nos. 7 and 8 in Abstract, p. 56.

Labouring Classes' Dwellings (Ireland) Act, 1866 (29 & 30 Vic., c. 44), and the Housing of the Working Classes Acts, 1885, 1890, and 1893 (48 & 49 Vic., c. 72; 53 and 54 Vic., c. 70, and 56 and 57 Vic., c. 33).

Amount of loans sanctioned under Act of 1866 while it continued operative, i.e., to the close of the year 1884-85—£281,334. Number of dwellings erected—8,416. The rate of interest charged was 4 per cent.

During the year under report 21 applications, amounting in all to £97,837 9s. 8d., have been received for loans under the Housing of the Working Classes Act, 1890. Of these applications 11, representing £25,624, were made by Urban District Councils, and 10, amounting to £72,213 9s. 8d. by public companies or private individuals. The loans sanctioned—15 in number—representing £77,080, may be similarly divided into 8 for £18,940 to Urban District Councils, and 7 for £58,140 to private individuals. The loans to Urban District Councils are made under the provisions of the Public Health Acts, and are generally for the erection of working-class lodging houses.

The following table shows the number and amount of the loans made each year since 1866, when the first of these Acts was passed:

Year.	No. of Applications sanctioned.	Amount sanctioned. £ s. d.	No. of Families to be accommodated.
1866-67,	NIL	—	NIL
1867-68,	1	638 0	8
1868-69,	NIL	—	NIL
1869-70,	1	500 0	10
1870-71,	1	4,145 0	125
1871-72,	2	1,450 0	46
1872-73,	3	7,175 0	108
1873-74,	7	22,250 0	261
1874-75,	1	910 0	13
1875-76,	7	24,242 0	299
1876-77,	6	11,100 0	133
1877-78,	8	23,614 0	272
1878-79,	10	7,100 0	81
1879-80,	19	31,858 0	351
1880-81,	17	28,870 0	302
1881-82,	17	33,674 0	453
1882-83,	16	21,187 0	270
1883-84,	16	40,032 0	397
1884-85,	12	29,368 0	338
1885-86,	20	50,755 0	713
1886-87,	24	79,161 0	853
1887-88,	20	34,746 10	397
1888-89,	26	53,752 10	575
1889-90,	16	46,319 0	503
1890-91,	20	45,413 0	626
1891-92,	11	10,164 0	125
1892-93,	8	41,270 0	481
1893-94,	7	11,463 0	56
1894-95,	9	26,208 0	159
1895-96,	7	16,190 0	211
1896-97,	12	83,212 0	258
1897-98,	4	15,835 0	177
1898-99,	8	49,653 0	382
1899-1900,	13	30,306 10	207
1900-1901,	19	70,944 0	467
1901-1902,	15	19,730 0	112
1902-1903,	15	77,080 0	568
Total,	396	1,054,395 10	10,440

CLASS (II).—LOANS SECURED ON RATES.

Public Libraries. No. 11 in Abstract, p. 56.

No loans have been granted for Public Libraries during the year. One application was received for a loan of £3,500, but the margin of security available did not justify an advance.

Technical Schools.

Applications from several local bodies have been received and are under consideration.

Industrial Schools and Reformatories. No. 11 in Abstract, p. 56.

No loans have been sought during the year for these purposes.

District Schools.

No applications have been received in respect of District Schools during the year.

Lunatic Asylum Buildings. No. 16 in Abstract, p. 56.

The loans to County Councils and Joint Committees for Lunatic Asylums show a decrease from last year's figures. In the year under review 16 applications for a total sum of £87,730 were considered, as compared with 28 applications for £180,395 in the preceding year. The number of loans sanctioned was 14, and the amount £69,547.

Loans to County Councils, omitting those for Lunatic Asylums.

No. 9 in Abstract, p. 56.

The number of loans sought for the general purposes set forth in the Application of Enactments Order, 1898 (Article 22), was 11 as against 15 last year, and the amount applied for was £10,750 as compared with £32,152 in the former period. Eleven loans, representing £10,700, have been sanctioned in the year.

Acquisition of Small Dwellings. No. 24 in Abstract, p. 56.

Three local authorities in Ireland have availed themselves during the past financial year of the provisions of the Small Dwellings Acquisition Act. Five loans, amounting to £9,567 18s., have been applied for and sanctioned in that period.

Workhouse Buildings. No. 23 in Abstract, p. 56.

Applications for loans for workhouse buildings reached 24 in number and amounted to £16,681 8s. 6d. in the period under notice. The applications in the year 1901-1902 numbered 31, so that this year shows a slight decrease. The sanctioned loans in the year numbered 22, and the amount was £11,819 8s. 6d.

Public Health Acts. Nos. 19 and 37 in Abstract, pp. 56 and 58.

Loans under the Public Health Act of 1878 numbered 48, and reached in amount £30,785, as against the corresponding figures 57, and £857,182 for the previous year. The following table contrasts the two years in detail:—

PURPOSE.	1901-1902.		1902-1903.	
	Number of Loans.	Amount.	Number of Loans.	Amount.
Water Works,		£		£
Sewerage,	13	50,675	17	5,620
Buildings, Public Lighting, Markets,	12	16,625	10	8,590
Streets, Paving, &c.,	20	805,595	16	10,520
	12	16,287	5	3,055
	57	£357,182	48	£30,785

The total amount of loans authorised for sanitary purposes stood at £3,369,977 on 31st March, 1903, and the total amount issued at £3,199,775.

The distribution of the sum authorised amongst different sanitary purposes is as follows:—

	£
Water Works,	1,327,403
Sewerage,	468,682
Buildings, Public Lighting, Cemeteries, Parks, Markets,	863,331
Streets, Paving, &c.,	710,571
	<hr/>
	£3,369,977

Labourers Acts. No. 21 in Abstract, p. 56.

Loans were sanctioned under the Labourers Acts, 1883 and 1885, for sums amounting to £381,360 as against £335,110 in 1901-1902. The sanctions from the commencement of the service are as follows:—

	£
1884-85,	820,998
1888-89,	185,742
1889-90,	89,689
1890-91,	106,427
1891-92,	50,426
1892-93,	117,998
1893-94,	45,390
1894-95,	194,193
1895-96,	118,367
1896-97,	123,076
1897-98,	60,616
1898-99,	46,458
1899-1900,	39,816
1900-1901,	101,103
1901-1902,	355,110
1902-1903,	381,860
	<hr/>
Total,	£3,810,362

Of this sum the amount sanctioned in each Province appears from the following figures:—

	£
Munster,	1,461,294
Leinster,	1,148,230
Connacht,	46,528
Ulster,	154,910
	<hr/>
	£3,810,362

The advances made under the Acts in 1902-1903 amounted to £251,367, bringing the total advanced to £2,294,112.

Dispensary Buildings. No. 22 in Abstract, p. 56.

Seven applications for an aggregate sum of £7,840 have been received in the financial year, and six loans, representing £5,250, have received Treasury sanction. In the preceding year nine applications were received for £5,137, and five loans sanctioned for £2,558.

National Schools and Training Colleges. No. 26 in Abstract, p. 58.

Ten applications, amounting to £6,510, have been received within the year. The number in the previous year was six, and the amount £2,575. Five loans, amounting to £4,960, were sanctioned in the year.

CLASS (III).—LOANS SECURED ON LANDS.

This class comprises, in addition to loans made to tenants for purchase of their holdings, in accordance with the provisions of the Land Act of 1870 (under which no advances are now made), the following loans, having for their object the improvement of land:—

- (a.) Loans for Arterial Drainage under 5 & 6 Vic., c. 89.
- (b.) Loans for Arterial Drainage works (26 & 27 Vic., c. 88), and loans made for the maintenance of such works (29 & 30 Vic., c. 49).
- (c.) Loans to "Owners" of lands for improvements under 10 Vic., c. 32, and amending Acts, and under sec. 19 of the Land Act of 1881 (44 & 45 Vic., c. 49).
- (d.) Loans to Occupiers of lands for Improvements under sec. 31 of the Land Law Act, 1881 (44 & 5 Vic., c. 48).

Arterial Drainage. Nos. 25, 26, 27, and 42 in Abstract, pp. 56 and 58.

From 1842 to 1863 loans for Arterial Drainage were made under 5 and 6 Vic., c. 89. £2,082,052 was lent under this statute, the greater part during and after the famine of 1849. Of this amount £1,207,583 was remitted, and £874,447 repaid. The principal unpaid amounts to £23.

From 1863 loans for this purpose have been made under the Drainage and Improvement of Lands Act (Ireland), 1863, 26 and 27 Vic., c. 88, and amending Acts. The entire amount of such loans up to March 31, 1903, is £843,323, including £6,138 lent out of the Irish Church Fund.

Land Improvement, 10 Vic., c. 32; 13 & 14 Vic., c. 19;

29 & 30 Vic., c. 40, &c., No. 28 in Abstract, p. 58.

The following table gives (1) the number of applications for loans and the amounts issued under the Land Improvement Acts in each year, from 1847, when this service commenced, to 31st March, 1903; (2) similar information as to loans, under sec. 31 of the Land Law Act of 1881 (made principally to tenants), from 1881 to 31st March, 1903.

The figures as to the last-mentioned loans should, strictly speaking, come under the head relating to them (pp. 46-47), but it has been considered desirable to present in one view the operation of both services, which have a common object.

LAND IMPROVEMENT ACTS (10 Vic., c. 32, &c.).

Year.	No. of Applications.	Amounts issued.	Year.	No. of Applications.	Amount issued.
1847, June to Dec. (inclusive),	1,354	72,790	1876-77,	218	121,42
1848,	371	356,160	1877-78,	275	121,35
1849,	643	379,836	1878-79,	319	123,56
1850,	436	260,394	1879-80,	2,144	2,607
1851,	280	145,653	{ Belief, 2,144 Ordinary, 463 }	463	(a) 210,81
1852,	164	88,542	1880-81,	838	(a) 180,45
1853,	154	55,454	1881-82,	401	(a) 185,83
1854,	133	49,293	1882-83,	451	(a) 136,56
1855,	98	30,180	1883-84,	503	(a) 150,63
1856,	108	32,510	1884-85,	395	(a) 171,18
1857,	114	31,674	1885-86,	298	(a) 170,53
1858,	112	35,624	1886-87,	219	(a) 181,12
1859,	111	29,334	1887-88,	181	(a) 45,12
1860,	136	26,902	1888-89,	148	21,12
1861,	154	36,656	1889-90,	188	23,67
1862,	184	61,375	1890-91,	213	20,28
1863,	138	58,830	1891-92,	207	20,38
1864,	139	58,430	1892-93,	292	25,51
1865,	90	46,215	1893-94,	325	22,62
1866,	98	26,295	1894-95,	342	23,65
1867,	145	39,180	1895-96,	306	(a) 34,65
1868-9,	179	64,973	1896-97,	306	(a) 30,85
1869-70,	166	83,775	1897-98,	347	34,49
1870-71,	159	77,980	1898-99,	344	35,67
1871-72,	160	82,555	1899-1900,	294	35,92
1872-73,	223	76,290	1900-1901,	300	34,43
1873-74,	224	99,572	1901-1902,	504	31,38
1874-75,	245	102,006	1902-1903,	584	32,28
1875-76,	265	98,730			

(a) Including Belief of Disbursed Loans.

(b) Including Loans under 19th Section of the Land Law (Ireland) Act, 1881.

LAND LAW ACT, 1881 (44 & 45 Vic., c. 49.).

YEAR.	NO. OF APPLICATIONS.	AMOUNT ISSUED.	YEAR.	NO. OF APPLICATIONS.	AMOUNT ISSUED.
1881-82,			1892-93,		
1882-83,			1893-94,		
1883-84,			1894-95,		
1884-85,	5,682	159,768	1895-96,		
1885-86,	2,758	211,503	1896-97,		
1886-87,	1,655	115,643	1897-98,		
1887-88,	911	75,442	1898-99,		
1888-89,	648	50,759	1899-1900,		
1889-90,	613	35,541	1900-1901,		
1890-91,	850	38,426	1901-1902,		
1891-92,	737	43,860	1902-1903,		
	836	41,566			

The transactions under the Land Improvement Acts reached their lowest point in the number of applications in 1888-89. Since that year there has been a decided though not continuous increase. The number of applications received during the year 1902-1903 was 584 under the Land Improvement Acts ; and 1,190 under the 31st sec. of the Land Law (Ireland) Act, 1881. Of the applicants under the Act 10 Vic., c. 82, 340 were purchasers under the Land Purchase Acts. The tendency of such purchasers to avail themselves of loans under the Land Improvement Acts continues to increase.

The following particulars relate exclusively to loans under 10 Vic., c. 82 :—

Classification of loans under which works were commenced in 1902-1903 :—

CLASS OF WORK.	NO. OF LOANS UNDER WHICH WORKS WERE COMMENCED.	AMOUNT ISSUED.	AVERAGE OF EACH LOAN.
Drainage and other Works on Lands,	16	2,200	137
Farm Buildings,	279	28,715	106
Labourers' Cottages,	22	5,475	158
Mixed Loans—including Buildings and Works on Lands,	3	1,340	446
TOTALS,	320	35,730	—
GENERAL AVERAGE PER LOAN,	—	—	114

The following table shows the certified expenditure on the various classes of works under loans completed during the year ending 31st March, 1903 :—

	£	s.	d.
Field Works,	5,218	10	7
Farm Buildings,	17,168	5	2
Labourers' Cottages,	4,825	19	10
Scotch Mills,			
Planting for Shelter,	278	0	0
	£57,490	15	7

The following table gives the number of Land Improvement loans made, and the sums issued in the several counties of Ireland up to the 31st March, 1903:—

SCHEDULE showing the NUMBER OF LOANS AND AMOUNTS ISSUED from commencement of Act.

Name of County.	No. of Loans.	Amounts issued.	Total No. of Loans.	Total Amounts issued.
NORTHERN DIVISION.		£ s. d.		£ s. d.
Antrim,	233	188,830 0 0		
Londonderry,	213	76,290 0 0		
Donegal,	335	190,319 0 0		
Fermanagh,	212	88,749 0 0		
Tyrone,	332	151,660 0 0		
Armagh,	14	22,708 0 0		
Down,	189	105,487 0 0	1,598	773,871 0 0
MIDLAND AND EASTERN.				
Cavan,	213	56,433 0 0		
Monaghan,	117	46,900 0 0		
Longford,	356	185,098 0 0		
Louth,	124	49,046 0 0		
Meath,	513	216,622 0 0		
Westmeath,	344	107,701 0 0		
Dublin,	338	101,215 0 0		
Kildare,	361	148,801 0 0		
King's,	272	73,556 0 0		
Queen's,	410	167,097 0 0		
Wicklow,	293	130,380 0 0		
Carlow,	254	112,083 0 0		
Kilkenny,	318	81,477 0 0		
Wexford,	439	142,996 0 0	4,352	1,819,335 0 0
WESTERN.				
Sligo,	307	140,913 0 0		
Leitrim,	207	76,830 0 0		
Mayo,	531	233,266 0 0		
Roscommon,	504	235,280 0 0		
Galway,	870	398,953 0 0		
Clare,	559	179,562 0 0	2,978	1,263,844 0 0
SOUTHERN.				
Limerick,	1,053	403,634 0 0		
Tipperary,	966	242,592 0 0		
Waterford,	342	95,370 0 0		
Cork,	1,557	466,507 0 0		
Kerry,	940	485,010 0 0	4,453	1,893,113 0 0
			TOTAL.	13,811 £5,350,163 0 0

MAIN AND THOROUGH DRAINSAGE OR OTHER FIELD WORKS.

The number of Land Improvement loans sanctioned for works of which thorough drainage or other field works form the principal part, since the commencement in 1847 to the 31st March in this year, is 8,411, for £3,737,857, and of this number 16, for an aggregate of £2,220, were approved during the year ended 31st March, 1903.

PLANTING FOR SHELTER.

Since the passing of the Act 29 and 30 Vic., c. 40, under which advances are made for this purpose, 139 loans, amounting to £32,410, have been made. Two loans were sanctioned for this purpose exclusively during the current year.

FARM BUILDINGS.

Under this head 4,978 loans have been sanctioned since the passing of the Act 13 and 14 Vic., c. 19, the amount being £1,454,435. This includes 387 loans, for an aggregate of £33,175, approved during the past financial year.

DWELLINGS FOR AGRICULTURAL LABOURERS.

The number of loans sanctioned since the passing of the Act 23 Vic., c. 19, which first authorised them, is 895, for £384,304, of which 19, amounting to £2,770 were approved in the year.

Under section 19 of the Land Law (Ireland) Act, 1881, loans are made to tenant farmers, who, pursuant to the injunctions of the Irish Land Commission, and as a condition attached to the fixing of a "fair rent," proceed to erect labourers' dwellings on their holdings. Such tenants are deemed to be persons to whom a loan may be made under the Landed Property Improvement (Ireland) Acts, for the improvement or building of dwellings for labourers, as if they were owners within the meaning of the Act 10 Vic., c. 32, sec. 7. No loan was sanctioned under the 19th section of the Land Law Act, within the year ending 31st March, 1903. Two hundred and sixty such loans, amounting to £15,275, have been sanctioned under the Act since it came into operation, the instalments issued amounting to £13,880.

Advances for this purpose are also made under section 31 of the Land Law Act, 1881. See Table of Expenditure under this section, p. 47.

The following table shows the number and amount of Loans sanctioned for Dwellings for Agricultural Labourers under the Act 23 Vic., cap. 19, and the Land Law (Ireland) Act, 1881, sec. 19, since the passing of the Labourers Acts, 1883 and 1885.

Year.	in £s. v. s. d.		Land Law (Ireland) Act, 1881, sec. 19.	
	No. of Loans Sanctioned.	Amount Sanctioned.	No. of Loans Sanctioned.	Amount Deduct.
£				
1883,	37	18,210	28	338
1884,	36	12,495	61	1,518
1885,	35	5,915	54	5,039
1886,	26	7,555	37	3,599
1887,	18	6,700	11	1,488
1888,	19	5,355	24	419
1889,	18	5,020	3	145
1890,	11	5,005	1	284
1891,	17	4,855	0	221
1892,	10	1,940	3	189
1893,	20	6,026	Nil.	116
1894,	14	4,885	Nil.	29
1895,	21	4,770	1	4
1896,	21	4,410	1	84
1897,	12	3,015	1	105
1898,	12	4,840	Nil.	5
1899,	12	1,560	Nil.	Nil.
1900,	17	5,845	Nil.	Nil.
1901,	22	5,945	Nil.	Nil.
1902,	22	6,205	Nil.	Nil.
1903,	19	2,770	Nil.	Nil.

Loans to Tenants for Improvement of Holdings, or "Land Law Loans."

LAND LAW (IRELAND) ACT, 1881, SECTION 31: NO. 30 IN ABSTRACT, P. 58.

The great body of loans to tenants for improvements are made under this Act. The number sanctioned during the year was 804, amounting to £54,815; the total of the sums issued during the year was £41,615. The total number of loans sanctioned under

the section from the date of the Act to 31st March, 1903, is 16,609. The aggregate of the amounts sanctioned is £1,369,067, and the instalments issued amount to £1,175,399.

The number of applications for loans lodged during the year 1902-1903 was 1,190, being an increase of 97 as compared with last year. Of this number 110 were received from occupying owners who were disqualified by some feature in their application from proceeding under the Land Improvement Act.

The following table gives the distribution by Counties of the sums issued for all classes of work under the 31st Section of the Land Law (Ireland) Act, 1881, from the passing of the Act:-

SCHEDULE showing the NUMBER of LOANS SANCTIONED and AMOUNTS ISSUED up to the 31st MARCH, 1903.

PROVINCE AND COUNTY	Number of Loans Sanctioned.			Amounts Sanctioned.			Total Issues.		
	To 31st Mar. 1903.	Year ending 31st Mar. 1903.	Total Number.	To 31st Mar. 1903.	Year ending 31st Mar. 1903.	Total Sanctioned.	To 31st Mar. 1903.	Year ending 31st Mar. 1903.	Total Issues.
LEINSTER:									
Carlow,	117	11	128	14,050	775	14,825	11,130	400	11,530
Dublin,	216	9	225	28,375	1,125	29,500	26,969	715	26,684
Kildare,	242	21	263	34,125	2,625	36,810	28,158	2,078	30,136
Kilkenny,	334	39	373	26,735	2,515	29,250	21,984	1,379	23,363
King's,	283	9	292	29,210	670	28,880	21,475	538	21,001
Longford,	358	10	348	28,095	835	29,830	25,334	279	25,613
Louth,	83	3	86	10,765	685	11,450	9,432	190	9,632
Meath,	317	18	330	45,355	1,685	47,040	39,726	1,303	41,031
Queen's,	194	14	208	17,730	1,335	19,065	14,876	452	15,158
Westmeath,	356	10	366	37,250	1,000	38,530	30,809	976	31,538
Wexford,	237	23	260	20,610	1,335	21,945	18,263	1,072	18,335
Wicklow,	207	11	218	21,225	1,185	22,380	17,873	959	18,888
Totals, .	2,924	173	3,057	310,435	15,770	326,205	264,879	10,341	275,330
MUNSTER:									
Clare,	800	18	818	64,450	1,240	65,690	55,515	1,129	55,614
Cork,	2,714	101	2,815	227,165	6,735	233,900	200,255	6,060	206,305
Kerry,	1,280	80	1,380	92,790	4,300	97,080	77,722	4,016	81,758
Limerick,	1,916	167	1,383	103,390	10,820	114,210	88,220	8,161	98,350
Tipperary,	1,203	154	1,357	94,590	9,075	103,605	83,069	6,367	89,636
Waterford,	188	17	203	15,900	885	16,785	13,315	692	14,007
Totals, .	7,399	537	7,936	598,165	38,055	631,220	518,094	26,815	544,700
ULSTER:									
Antrim,	139	2	141	13,160	200	13,360	11,770	103	11,877
Armagh,	104	3	107	5,705	170	5,875	5,363	185	5,548
Cavan,	712	6	718	47,675	425	48,100	40,730	223	41,021
Donegal,	285	1	286	20,612	70	20,682	18,293	75	18,348
Donegal,	106	10	118	10,105	490	10,595	9,280	295	9,575
Fermanagh,	195	16	210	18,065	1,075	14,130	10,584	851	11,415
Londonderry,	147	4	151	18,035	275	12,310	10,822	233	11,055
Monaghan,	114	1	115	8,875	60	8,935	6,317	-	6,317
Tyrone,	284	5	289	21,740	265	22,005	17,635	380	17,955
Totals, .	2,068	47	2,135	153,942	3,030	156,972	130,774	2,365	133,139
CONNAUGHT:									
Galway,	669	12	681	54,005	680	54,625	47,467	437	47,904
Leitrim,	627	8	635	39,185	385	39,030	35,189	245	35,434
Mayo,	989	3	992	73,385	230	73,615	63,819	224	64,063
Roscommon,	586	7	593	45,670	805	46,925	38,585	749	39,334
Sligo,	623	17	540	39,515	680	40,375	34,977	639	35,616
Totals, .	3,384	47	3,441	261,710	3,980	254,670	220,027	2,294	225,381
Grand Totals,	15,805	804	16,609	1,314,252	84,815	1,369,067	1,133,784	61,615	1,175,339

The following statement classifies, under heading of the different purposes for which loans are made, the expenditure to 31st March, 1903, in cases where the works have been completed:—

Description of Work.	Amounts Expended		
	From passing of Act to 31st March, 1903.	For year ending 31st March, 1903.	Total from passing of Act to 31st March, 1903.
Ditches, Fencing, Farm Roads, and other Land Works,	£ 438,460 0 11	£ 1,741 17 1	£ 440,201 18 0
Farm Houses and Offices,	711,746 3 5	38,693 6 5	750,439 8 10
Labourers' Cottages, 19th section,	10,182 13 10	NIL	10,182 13 10
Labourers' Cottages, 31st section,	15,839 15 5	940 3 8	16,779 19 1
Scutch Mills for Flax,	698 13 6	NIL	698 13 6
	1,176,897 7 1	41,575 6 2	1,218,272 13 3

The number of loans in which the amounts sanctioned have been expended and the works certified as completed, is 14,120, and of those in which the works were still in progress on the 31st March, 1903, is 698.

CLASS (IV).—MISCELLANEOUS LOANS.

Glebe Loans. No. 32 in Abstract, p. 58.

Thirty-four applications for loans, amounting to £14,974 9s., have been received during the year, and twenty loans, amounting to £9,283, have been sanctioned. The figures show a large increase over the corresponding totals for last year, when fifteen applications for £9,808 were reported. The issues for the year amounted to £5,854 6s. 3d. Since the passing of the first Act in 1870, 1,750 applications have been received. The following is an abstract of those on which issues were made to the 31st March, 1903:—

Description.	No.	Amount.
Roman Catholic,	840	£65,055
Church of Ireland,	311	147,654
Presbyterian,	297	77,259
Wesleyan and others,	96	56,067
	1,474	£20,035

National School Teachers' Residences. No. 33 in Abstract, p. 58.

Thirty-nine applications for loans, amounting to £8,505, have been received during the year, and twenty-six loans, amounting to £5,580, have been sanctioned. The applications for last year were 34 and the sanctions 35. These variations are attributable to the number of loans under inquiry at the date of compiling our returns, and the stages of advancement reached in the several pending cases.

The amount actually advanced in the year was £5,868 8s. The total advances for loans of this class from the passing of the Act to the 31st March, 1903, amounted to £221,477 18s., and the total number of sanctioned loans was 1,087.

CLASS (V).—IRISH CHURCH FUND LOANS.

No loans or advances under previous loans were made from this fund during the year.

Out of £1,269,933 advanced from the Irish Church Fund under the Relief of Distress Act of 1880, £838,201 has been repaid, £38,533 has been remitted, and of the balance outstanding, £393,198, £378,143 is not yet due, £5,992 is regarded as irrecoverable, and £9,062 is in arrear.

The rate of interest on these loans is 1 per cent., but borrowers are allowed to redeem their principal liabilities on the basis of 3 per cent. interest. The principal cancelled by such redemptions now amounts to £19,456, including £1,262 in the present year.

APPENDIX (D).

REPORTS FROM HARBOUR MASTERS.

DONAGHADEE HARBOUR.

A RETURN showing the HARBOUR SERVICE for the Twelve Months ending the 31st of March, 1903.

IMPORTS.

Month.	No. of Vessels Arrived.	Cargo.	No. of Tons Tons Registered.	No. of Vessels Registered.	Cargo.	No. of Tons Tons Registered.	No. of Vessels Registered.	Cargo.	No. of Tons Tons Registered.	No. of Vessels Registered.	Cargo.	No. of Tons Tons Registered.	No. of Vessels. Registered.	Quantity of Herring.	Price per Meas.	Total Price.	Vessel Herring.		
1902																			
April,	8	Coal.	1,972	872	-	-	-	-	-	-	-	-	-	-	Meas.	£ s. d.	£ s. d.		
May,	7	-	1,206	585	-	-	-	-	-	-	-	-	-	-	-	-	-	12	
June,	8	-	1,015	703	-	-	-	-	-	-	-	-	-	-	1	12	8	8 18 0	
July,	7	-	1,236	586	-	-	-	-	-	-	-	-	-	-	-	-	8	8 18 0	
August,	10	-	1,640	710	-	-	-	-	-	-	-	-	-	-	-	-	-	17	
September,	9	-	1,442	756	-	-	-	-	-	-	-	-	-	-	-	-	-	19	
October,	7	-	1,295	277	-	-	-	-	-	-	-	-	-	-	-	-	-	20	
November,	11	-	2,180	819	1	Wharf.	23	18	-	-	-	-	-	-	-	-	-	22	
December,	6	-	880	225	1	-	35	15	-	-	-	-	-	-	-	-	-	23	
1903																			
January,	6	-	1,643	569	1	-	8	12	-	-	-	-	-	-	-	-	-	25	
February,	9	-	1,550	616	-	-	-	-	-	-	-	-	-	-	-	-	-	26	
March,	6	-	1,280	282	-	-	-	-	-	-	-	-	-	-	-	-	-	26	
Total,	92	-	17,119	6,397	2	-	56	55	8	-	318	127	7	-	345	169	1	12	8
																		121	

Exports:—Scrap iron, 85 tons; timber, 140 tons.

Vessels resorting for shelter to and other Vessels using the Harbour during the year.

VESSELS RESORTING TO THE HARBOUR FOR SHELTER.					OTHER VESSELS USING THE HARBOUR.	
No. of Vessels.	No. of Tons Registered.	Fishing Vessels.	No. of Tons Registered.	Number of Men.	Tonnes.	Tonnes.
40	1,331	4	80	27	48	27

The number of boats or yawls that fished out of the Harbour for the past year was 529; quantity of fish caught, 1,751 score; the amount of money realised was £224 9s. 6d.

The Belfast and County Down Railway Steamers made about 44 calls. They landed on the pier head about 1,776 passengers, and took about the same number away.

KINGSTOWN HARBOUR.

The severe winds during the winter have entailed more work than before upon the Harbour staff in assisting vessels to get into secure berths.

Report of the Number of Vessels and amount of Tonnage that have entered in Southampton Harbour during the Year ended 31st March, 1863.

Month	1862.												1863.		Difference.			
	Entered Vessels.						Leave Ports.						Arrived at Port Southampton.		Leave Ports.			
	Arrived Vessels.		Leave		Arrived and Leave Vessels.		Arrived		Leave		Arrived		Leave		Arrived			
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage		
April,	37	3,000	32	1,000	12	40	34	3,200	1	310	3	320	1	100	1	1,000	0	400
May,	34	3,000	19	1,000	10	—	30	3,000	4	100	2	100	1	—	4	3,000	12	4,000
June,	4	100	0	—	—	—	29	3,000	15	1,400	0	320	—	—	—	—	—	—
July,	21	2,000	62	4,000	—	—	27	3,700	16	3,400	0	300	—	—	—	—	—	3,700
August,	34	3,000	30	1,000	—	—	30	3,000	20	3,000	0	300	—	—	—	—	—	3,000
September,	30	3,000	0	—	—	—	31	4,200	0	710	2	120	—	—	—	—	—	3,000
October,	22	1,000	2	100	—	—	31	3,700	1	100	0	200	—	—	—	—	—	3,000
November,	47	3,000	0	—	—	—	29	3,000	1	227	0	300	4	3,000	0	100	7	3,000
December,	39	3,000	—	—	—	—	31	3,000	—	—	0	300	—	—	—	—	—	3,000
1863.																		
January,	10	3,000	—	—	—	—	10	3,000	—	—	0	200	—	—	0	3,000	—	—
February,	10	3,000	0	100	—	—	10	3,000	—	—	0	200	—	—	0	3,000	—	—
March,	10	3,000	0	0	—	—	10	3,000	—	—	0	200	—	—	0	3,000	0	300
12. Total,	329	30,000	329	8,000	420	710	361	45,000	51	8,000	36	3,000	9	3,000	19	3,000	43	34,000

KINGSTOWN HARBOUR.

RETURN of Fishing for year ended 31st March, 1903.

Month.	Herrings. No. of Mease.	Other Fish No of Measess.	Amount	Remarks.
			£ s d.	
1902.				
April,	- - -	Nil	109	109 0 0
May,	- - -	"	124	124 0 0
June,	- - -	2	150	152 0 0
July,	- - -	94	80	174 0 0
August,	- - -	27	109	136 0 0
September,	- - -	1	139	140 0 0
October,	- - -	Nil	196	196 0 0
November,	- - -	"	165	165 0 0
December,	- - -	"	89	89 0 0
1903.				Nil.
January,	- - -	"	142	142 0 0
February,	- - -	"	128	128 0 0
March,	- - -	"	45	45 0 0
Total,	-	124	1,476	1,600 0 0

HOWTH HARBOUR.

The imports for the past year were 2,903 tons of coal. The exports were 2,788 boxes of herrings (salted).

The total quantity of hook line fish landed was :—8,106 cleaves, which realised £7,123 5s., being an average of 17s. 6d. per cleave. These figures show an increase of 981 cleaves, and £968 15s. on the previous year.

The herring fishery shows a marked improvement, 11,741 mease were landed, as against 8,449 mease in the previous year. The total amount realised was £7,065 4s., being an increase of £1,399 2s., as compared with last year.

The average price was 12s. 0½d. per mease.

The total amount realised for fish sold was :—

Hooked Fish	-	-	-	-	-	£7,123	5	0
Herrings,	-	-	-	-	-	7,065	4	0
						£14,188	9	0

The Harbour is frequently used during the winter months by a considerable number of Dublin (Ringsend and Kingstown) trawlers as a port of refuge; also by trading vessels seeking shelter, and waiting for tides to get into Malahide and Rogerstown.

DUNMORE EAST HARBOUR.

The spring fishing commenced on the 14th of April and the autumn fishing on the 9th of August. Neither was very successful. The shell fishing showed no improvement on previous years.

Shipping.—Tonnage entering the Harbour to discharge or load—18 vessels, 1,048 tons (71 men).

Cargo vessels entering the Harbour for shelter—6 vessels, 239 tons (31 men).

Boats engaged fishing off the Harbour—74 Scotch, 6 Manx, 88 Irish. Total, 168, 2,680 tons (1,096 men and 145 boys).

Fishing boats using the Harbour for shelter—1 Scotch, 4 Cornish, 12 Manx, 7 Irish. Total, 24 (151 men and 16 boys).

Tag-boats and yachts entering the Harbour for shelter—9 tag-boats, 180 tons (94 men); yachts, 17, 406 tons (85 men).

Imports.—Coal, 1,139 tons; salt, 109 tons; cement, 4 tons; sewer pipes, 1 ton; galvanized iron, 2 tons.

Fish caught and sold.—Herrings, 7,954 mease. Average price, 13s. 5d. per mease; total price, £5,319 0s. 3d.

Trawl and other fish—539 cwt., at 12s. 8d. per cwt.; total price, £341 7s. 4d.

Shell fish.—Lobsters, 492 dozen, at 8s. 11d. per dozen; total price, £215 14s. 0d.

Crabs—221 dozen, at 2s. 6d. per dozen; total price, £27 8s. 9d.

ARDGLASS HARBOUR.

Herring fishing commenced at Ardglass on 2nd May, 1902, and ended virtually on 27th September, 1902. The fishery thus lasted twenty-one weeks, about three weeks longer than the previous year. The total quantity of herrings captured and sold was 16,380 mease, and the sum realised by their sale was £11,016 6s. 6d. These figures show a decrease in quantity of fish of 125 mease, but an increase in value to the extent of £3,101 11s. 6d. when compared with 1901.

The prices ranged from £1 8s. down to occasionally 10s., the average price being 13s. 6d. (2s. 6d. higher than that for preceding year, and 4s. higher than that for 1900).

Though the quantity of herrings caught was somewhat less, the quality has greatly improved, the demand was brisk, and the price steady.

The number of boats fishing from the Harbour was 69, comprising 33 Scotch, 5 Manx, and 31 Irish. No Cornish boats visited the Harbour. The average quantity of fish captured by each boat was 236 mease, and the average sum realised by each was £159 13s.

Long line fishing was inconsiderable; only 2 tons 8 cwt. 3 qrs. of mixed fish were sold.

Shipping of all kinds to and from the Port:—

Number.	Class of Vessel.	Registered Tonnage.	Cargo.
1	Sailing.	89	30 tons bone manure discharged.
9	Steamers,	849	1,325 tons coal discharged.
5	Do.,	157	668 tons potatoes exported.

Steamers entering private dock, 8 (tonnage = 431).

Sailing vessels and steamers wind-bound, &c., 13 = 1,127).

The Shipping trade of the Port during the year was, on the whole, fairly maintained. The coal imported was about the same as last year, but there was a decrease of 542 tons in the export of potatoes. This decrease is accounted for by the fact that a large quantity of potatoes were exported from the private dock.

In the aggregate 1,923 tons cargo were laden or unladen during the year. The gross tonnage of vessels entering the Harbour was 1,558 tons.

APPENDIX (E).

NATIONAL AND ANCIENT MONUMENTS.

Irish Church Act, 1869, 32 & 33 Vic., c. 42; Ancient Monuments Protection Act, 1882, 45 & 46 Vic., c. 73; Ancient Monuments Protection Act, 1892, 55 & 56 Vic., c. 46.

The following are the Ruins which came under the consideration of the Board during the past year :—

1. Ruins brought under the notice of the Board for Guardianship.
2. Ruins of which the Board have become Guardians during the year.
3. Ruins repaired.
4. Ruins of which the repair will be undertaken as soon as the state of the funds will permit.

1. Ruins which have been brought under the notice of the Board during the past year with a view to Guardianship :— *

Kilkieran Church,	.	.	.	Co. Leitrim.
Greenan of Aileach,	.	.	.	Co. Londonderry.
Claremount Castle (near Dundalk),	.	.	.	Co. Louth.
Carlingford Castle,	.	.	.	Do.
Knowth Tumulus,	.	.	.	Co. Meath.
Bun-a-Margie (Ballycastle),	:	.	.	Co. Antrim.
Shanid Castle,	.	.	.	Co. Limerick.
Kiltolagh Church,	.	.	.	Co. Clare.
Lislaughton Abbey (Franciscan),	.	.	.	Co. Kerry.

2. Ruins of which the Board have become Guardians during the year :—

French Church, Waterford,	.	.	Co. Waterford.
Mellifont Abbey, Church, and Castle,	.	.	Co. Louth.
Fiddaun Castle,	.	.	Co. Galway.

a. Ruins at which repairs have been executed during the year :—

Glendalough,	.	.	Co. Wicklow.
Devenish Island, Lough Erne,	.	.	Co. Fermanagh.
Sligo Abbey,	.	.	Co. Sligo.
Clare Galway Franciscan Convent,	.	.	Co. Galway.
Ross Errilly Franciscan Convent,	.	.	Co. Galway.
Kileconnell Franciscan Convent,	.	.	Co. Galway.
Dungiven Priory,	.	.	Co. Londonderry.
Donaghmore Church,	.	.	Co. Tipperary.
Mellifont Abbey, Castle, and Church,	.	.	Co. Louth.
Cashelmore,	.	.	Co. Sligo.
St. Flannan's Church, Killaloe,	.	.	Co. Clare.
Corcomroe Cistercian Abbey,	.	.	Co. Clare.
Oughtmama,	.	.	Co. Clare.
Clones Cross,	.	.	Co. Monaghan.
Clones Abbey and Round Tower,	.	.	Co. Monaghan.
Timoleague Franciscan Convent,	.	.	Co. Cork.
Ennis Abbey,	.	.	Co. Clare.
Anaughdown Augustinian Abbey,	.	.	Co. Galway.
Inisheer, Aran Island,	.	.	Co. Galway.
Inishmaan, Aran Island,	.	.	Co. Galway.
Inishmor, Aran Island,	.	.	Co. Galway.
Maghera Church,	.	.	Co. Londonderry.
French Church, Waterford,	.	.	Co. Waterford.
Dromiskin Church and Round Tower,	.	.	Co. Louth.
Monasterboice Round Tower,	.	.	Co. Louth.
Drumcliff Round Tower,	.	.	Co. Sligo.
Skellig Michel (Skellig Island),	.	.	Co. Kerry.
Holycross Cistercian Abbey,	.	.	Co. Tipperary.
Moyne Abbey, Franciscan,	.	.	Co. Mayo.
Rosserk Abbey, Franciscan,	.	.	Co. Mayo.
Seven Churches, Inchcleraun (Quaker Island),	.	.	Co. Longford.
Termonfeckin Castle,	.	.	Co. Louth.
Church, Monastery, and Cross of Errill (Rathdowney).	.	.	Queen's County.
Quin Abbey Franciscan,	.	.	Co. Clare.
Athenry Dominican Priory,	.	.	Co. Galway.
Loughlinisland Church,	.	.	Co. Down.
Movilla,	.	.	Co. Down.
Cranfield,	.	.	Co. Antrim.

4. Ruins at which work will be carried out as soon as the state of the funds will permit :—

Staigue Fort,	.	.	Co. Kerry.
Lislaughton Abbey (Franciscan),	.	.	Co. Kerry.
Hospital Old Church,	.	.	Co. Limerick.

Caretakers have been appointed at the ruins of Gallerus Oratory and for Staigue Fort, Co. Kerry.

APPENDIX F.—STATEMENT showing the Loans made by the Board of Works to Aid in the Construction of Railways under the Act 1 & 2 Wm. IV., cap. 23.

Railway.	Amount Advanced.	Principal Outstanding, 31st March, 1892.	Principal Outstanding, 31st March, 1893.	Remarks.
Ballymena, Oughterard and Bellary.	27,700 0 0	—	—	
Ballymote,	20,000 0 0	—	—	
Ballymena and Larne,	44,300 0 0	—	—	
Cloone and Banagher,	{ (a) 30,000 0 0 (b) 38,346 0 0	20,683 8 7	20,079 11 0	(a) The purchase of the line by the Great Southern and Western Company was completed during the year 1896-7. The balance outstanding, £15,000, was remitted by the Public Works Loans Act, 1897. (b) The repayment of this loan is guaranteed by the Barony of Garrycastle, King's County, under the Relief of Distress Amendment Act, 1880.
Clenakilty Extension,	90,000 0 0	—	—	
Cork and Bandon (Bantry Extension).	35,000 0 0	—	—	
Dublin to Kingstown,	{ 112,500 0 0 25,000 0 0	—	—	
Dublin and Louth,	10,000 0 0	—	—	
Derry Central,	100,000 0 0	15,000 0 0	—	Board's interest sold to Belfast and Northern Counties Railway Company—Purchase Money, £85,000, paid 20th September, 1901. The balance, £15,000, was remitted by the Public Works Loans Act, 1902.
Donegal,	{ (c) 40,000 0 0 12,500 0 0	—	—	
Drogheda,	15,000 0 0	—	—	
Glanas Causeway, Portrush and Bush Valley.	(d) 10,000 0 0	—	—	
Ken Valley,	40,000 0 0	—	—	
Lisnaford and Dungiven,	19,601 0 0	19,601 0 0	19,601 0 0	
Letticekenny,	50,000 0 0	50,000 0 0	50,000 0 0	
(e) 25,000 0 0	25,154 4 8	24,393 1 1		
Sligo, Leitrim, and Northern Counties.	99,525 0 0	2,525 0 0	2,525 0 0	
Sligo and Ballaghaderreen,	13,300 0 0	—	—	
Southern,	56,184 17 5	56,184 17 5	54,683 17 5	
Ulster,	20,000 0 0	—	—	
Waterford, Dungarvan, and Limerick.	(f) 93,270 16 8	250 16 8	—	
Waterford and Wexford,	(g) 53,000 0 0	53,000 0 0	53,000 0 0	
Cavan, Leitrim, and Roscommon.	60,000 0 0	—	—	
Clogher Valley,	44,000 0 0	—	—	
Cork and Muskerry,	18,700 0 0	—	—	
Donegal (West Donegal Light Railway),	(h) 7,000 0 0	—	—	
West Clare,	54,400 0 0	—	—	
Cork, Blackrock and Passage (loan sanctioned £55,000, now in course of being issued.)	34,543 3 4	3,788 1 5	34,543 3 4	
	1,234,670 17 5	245,937 8 9	258,638 12 10	(h) The Treasury liability was redeemed in July, 1898, and the Loan repaid with the funds thus provided.

Note.—The rate of Interest chargeable up to the 31st of June, 1892, was 8 per cent.; since that date 4 per cent. has been charged.

A P P E N D I X G.

The following is an ABSTRACT of LOANS made by the COMMISSIONERS OF PUBLIC WORKS, showing the Amounts Remitted, and

No.	Area to which Advances have been made.	PURPOSES FOR WHICH ADVANCED	No. of open Loans outstanding on the 31st March, 1903.	AMOUNTS TO BORROWERS		PRINCIPAL In the Ten years Paid up.			
				IN THE YEAR ended 31st March, 1903.					
				£	s.	£			
I. Public Works Loans, 1 & 2 Wm. IV., 6, 33, and 42 & 43 Vls., &c. &c.									
CLASS I.—LOANS SECURED ON EXCISE-TAXES.									
1	1 & 2 Wm. IV., &c. 33.	Local Boards—various works.	12	—	186,994 0 0	3,794 0 4			
2	Do.	Inland Navigation.	3	—	186,997 6 3	814 15 8			
3	Do.	Railways.	10	20,735 1 11	1,234,870 17 8	3,896 1 1			
4	Do.	Quarries, Mines, &c.	19	9,000 0 0	69,077 18 2	1,941 18 1			
5	Do.	Harbours, Docks, &c.	25	600 0 0	478,923 6 4	9,469 7 30			
6	Do.	Reclamation of Waste Land.	—	—	150,452 0 0	—			
7	23 & 26 Vls., &c. 44.	Labourers' Dwellings in Towns.	68	—	180,818 15 2	(4) 7,848 18 10			
8	48 & 49 Vls., &c. 15, and 28 & 34 Vls., &c. 70.	Housing of the Working Classes. (See also Class I, No. 17).	90	429 0 0	240,754 0 0	(3) 10,317 2 5			
			313	40,654 1 11	9,779,450 4 3	54,506 8 5			
CLASS II.—LOANS SECURED ON RATES									
9	1 & 2 Wm. IV., &c. 33, and 42 & 43 Vls., &c. 34, 35, 4.	County Councils for Roads, Court Houses, &c.	87	32,457 6 0	336,202 9 6	4,725 23 4			
10	Do.	Roads and Bridges.	8	—	296,577 0 4	4,949 12 1			
11	18 & 41 Vls., &c. 18 & 51. 44 & 45 Vls., &c. 35; 48 Vls., &c. 19.	Public Buildings; Public Libraries; Reformatories, and Industrial Schools.	12	90 0 0	87,193 0 0	1,118 0 6			
12	9 Vls., &c. 2.	Fishery Piers and Harbours.	—	—	15,544 17 3	—			
13	27 Geo. III., &c. 84.	Public Works Loans.	1	—	491,444 19 0	—			
14	16 & 17 Vls., &c. 126.	Repairs of Fishery Piers and Harbours.	—	—	21,865 18 11	—			
15	19 & 20 Vls., &c. 62.	Maintenance of Navigable Works.	—	—	5,659 1 9	—			
16	1 & 2 Geo. IV., &c. 33; 18 & 19 Vls., &c. 106.	Locality Ambulance Buildings.	219	95,300 16 2	2,555,055 6 0	44,108 1 9			
17	48 & 49 Vls., &c. 75, and 53 & 54 Vls., &c. 70.	Housing of the Working Classes. (See also Class I, No. 17).	79	32,829 16 2	261,706 16 8	7,846 2 2			
18	58 & 59 Vls., &c. 85.	Artisans' Dwellings.	1	—	81,000 0 0	103 4 10			
19	51 & 52 Vls., &c. 93.	Public Health.	1,062	220,443 11 0	3,198,775 6 0	78,946 2 8			
20	41 & 42 Vls., &c. 12.	Dispensary Houses.	304	4,110 0 0	184,156 19 1	2,307 19 0			
21	45 & 46 Vls., &c. 47.	Workhouse Buildings.	70	28,300 8 2	79,304 14 2	1,800 18 5			
22	41 & 42 Vls., &c. 44.	Acquisition of Small Dwellings.	6	10,787 16 0	19,929 15 0	453 6 2			
			9,653	490,148 2 0	30,705,154 6 2	181,408 8 3			
CLASS III.—LOANS SECURED ON LANDS.									
23	5 & 6 Vls., &c. 49.	River Drainage and Navigations.	6	—	5,022,000 7 0	—			
24	26 & 27 Vls., &c. 53.	River Drainage.	3,273	1,830 0 0	857,107 4 0	14,084 18 10			
25	29 & 30 Vls., &c. 49.	River Drainage Maintenance.	526	5,621 8 0	55,506 19 7	129 19 7			

(Continued on next page.)

21 R.—(a) In addition to the amounts of principal and interest received, a sum of £10 16s. 1d. was remitted in respect of Precautions on loans paid off in advance.
(b) In addition to the amounts of principal and interest received, a sum of £9 16s. 1d. was remitted in respect of Precautions on loans paid off in advance.

Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1908, the Balance Outstanding.

TOTAL INTEREST paid by Borrowers.			BALANCES Outstanding against Borrowers on 31st March, 1908.	Principal.			Interest						
31st March, 1908.	Total to 31st March, 1908.			In Advance.		Not paid due.							
	Borrower.	Principal.		Interest.	£	s.		£	s.	d.	£	s.	d.
£	£	£		£	£	£		£	£	£		£	
1,548 10 7	184,505 10 4	84,166 3 4	—	—	—	—	—	41,018 6 8	—	—	—	1	
190 10 2	111,600 5 5	102,775 8 6	10,600 0 0	8,688 15 0	—	—	—	3,068 5 0	—	—	—	2	
1,362 10 0	911,009 7 11	308,453 10 6	704,355 16 6	38,900 0 0	123,001 15 2	94,579 17 6	24,546 19 3	3					
750 6 4	38,192 6 10	3,892 13 5	—	—	—	38 13 0	40,026 10 4	38 11 6	4				
620 6 2	265,487 10 10	821,969 59 0	63,832 9 4	—	—	37,659 0 0	219,355 1 1	3,336 10 10	5				
—	386 17 6	12,000 0 0	—	150,448 2 4	—	—	—	—	—	—	—	6	
5,363 7 1	124,006 3 3	112,420 30 10	1,882 58 00	1,671 31 0	166 19 0	23,072 2 1	151 5 8	7					
1,059 0 10	114,700 32 5	73,509 12 9	—	—	61 3 9	146,796 4 0	34 17 1	8					
27,661 15 8	1,084,548 2 4	1,267,665 10 4	106,523 4 10	175,765 9 0	141,871 11 7	512,565 10 7	77,077 2 6						
£	£	£		£	£	£		£	£	£		£	
1,270 8 2	792,408 13 4	143,187 2 10	—	—	862 13 8	65,401 5 8	77 5 0	9					
616 0 1	386,254 12 0	184,776 17 0	6,821 11 33	—	109 12 1	7,451 3 4	3 6 11	10					
618 8 3	80,398 10 7	23,583 19 5	1,068 17 11	—	30 14 0	22,076 17 6	14 6 0	11					
—	22,544 17 8	6,009 16 7	—	—	—	—	—	—	—	—	—	12	
180 0 0	200,883 6 5	290,142 5 10	377,013 15 6	—	—	—	8,000 0 0	—	—	—	13		
—	31,324 1 9	1,828 8 11	364 14 2	—	—	—	—	—	—	—	—	14	
—	9,659 1 9	8 72 9	—	—	—	—	—	—	—	—	—	15	
20,510 6 11	1,509,469 4 5	891,265 10 8	12,160 0 0	—	—	—	1,512,390 2 0	—	—	—	16		
8,527 9 11	71,180 7 4	55,804 0 1	—	—	46 0 0	270,400 31 1	83 6 5	17					
258 7 3	74,097 15 2	33,790 19 4	—	—	—	—	6,002 6 10	—	—	—	18		
10,997 9 11	1,079,105 16 0	883,357 2 10	—	—	387 19 5	1,819,084 12 7	905 16 0	19					
21 14 5	13,089 0 3	2,568 12 11	—	—	—	—	600 3 7	—	—	—	20		
12,121 18 2	356,199 4 4	648,490 10 5	—	—	—	—	1,044,003 9 1	—	—	—	21		
1,319 19 6	55,505 0 1	80,321 9 10	—	—	—	—	150,019 15 6	—	—	—	22		
1,268 7 5	8,168 16 4	3,584 1 5	—	—	—	—	76,024 0 3	—	—	—	23		
188 10 3	398 8 5	156 16 3	—	—	—	—	10,482 11 9	—	—	—	24		
20,705 11 6	5,120,731 30 5	2,420,443 5 0	190,314 17 5	—	915 38 2	6,268,672 3 5	672 0 3						
—	874,447 1 0	730,166 4 0	1,067,562 5 7	—	22 19 33	—	2 5 10	25					
16,641 18 2	383,375 8 0	428,337 0 0	—	9,075 5 0	9,075 15 7	443,028 16 3	7,425 10 5	26					
100 9 10	45,524 0 0	18,884 6 11	108 0 0	—	581 15 0	8,055 29 1	315 2 9	27					

* Including £10,260 10s. 0d. remitted in the year per Act 1 Ellis, S. & 21.

The following is an ABSTRACT of LOANS made by the Commissioners of PUBLIC WORKS, showing the Amounts remitted, etc.

No.	Account under which Advances have been made.	PURPOSE FOR WHICH ADVANCED.	By or upon Loan made on 31st March, 1903.	ADVANCES TO BORROWERS.			PENALTIES In the Year ended 31st March, 1903.
				In the Year ended 31st March, 1903.		Total up to the 31st March, 1903.	
				A.	B.	C.	
CLASS III.—continued.							
28	10 Vic., c. 33, 343; 44 & 45 Vic., c. 43, 380, 19.	Improvement of Land—Walls, Drainage, Erection of Farm Buildings and Farm Labourers' Dwellings, Planting for Shelter.	6,026	37,339 0 0	4,426,843 0 10	41,066 1 1	
29	33 Vic., c. 32, c. 15.	Land Improvement Preliminary Expenses.	1	1,200 0 0	75,000 0 0	75,000 0 0	
30	44 & 45 Vic., c. 43, c. 31.	Land Law.—Advances to Occupiers of Land for Improvement of their Holdings.	14,830	61,615 0 0	1,173,389 0 0	35,004 0 0	
31	35 & 36 Vic., c. 46.	For Advances to Tenants for Purchase of their Farms, &c.	726	—	218,032 00 7	5,300 4 1	
			26,226	65,677 0 0	8,171,861 00 0	226,324 0 1	
CLASS IV.—MISCELLANEOUS LOANS.							
32	35 & 36 Vic., c. 112, &c.	Glebe Loans.	1,220	4,854 0 0	693,665 00 8	33,941 0 7	
33	35 Geo. III., c. 107; 3 Geo. IV., c. 76.	Building Schools.	1	—	16,192 0 7	16,192 0 7	
34	61 & 62 Vict., c. 50.	Seed Supply.	2	—	76,652 0 0	48,326 0 0	
35	38 & 39 Vict., c. 62.	National School Teachers' Residences.	399	3,968 0 0	221,457 00 0	4,684 0 0	
36	47 & 48 Vict., c. 23.	Non-Vested Schools and Training Colleges.	127	4,543 0 0	103,552 00 0	1,712 0 0	
			2,026	18,213 14 5	1,823,941 00 0	37,318 0 0	
		Total Current and Unfised Services.	30,298	765,667 0 0	23,576,457 10 7	233,320 0 0	
		Add Total Closed Services.	—	—	20,104,797 0 0	—	
		Gross Total Local Loans Fund.	30,298	765,667 0 0	43,781,255 0 0	233,320 0 0	
II. Irish Church Fund Loans.							
CLASS II.—LOANS SECURED ON RATES.							
37	43 Vict., c. 4; 43 & 44 Vic., &c. 14.	Public Health.	71	—	35,835 10 0	1,140 00 0	
38	Do.	Beneficial Works.	—	—	271,166 10 10	—	
39	Do.	Relief of Distress.	—	—	11,562 00 0	—	
40	Do.	Relief of Distress Grants.	—	—	19,069 0 0	—	
			71	—	340,167 00 0	1,140 00 0	
CLASS III.—Loans secured on Lands.							
41	Do.	Improvement of Lands.	1,673	—	823,519 10 0	28,777 0 0	
42	Do.	Aerial Drainage.	15	—	6,120 0 0	61 0 0	
			1,688	—	829,515 00 0	28,781 0 0	
		Total Irish Church Fund Loans.	1,673	—	1,359,933 10 7	28,781 0 0	
		Grand Total.	32,161	765,667 0 0	45,951,195 0 0	433,314 0 0	

Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1903, the Balance Outstanding—continued.

ADVANCES paid by Borrowers			BALANCES outstanding against Borrowers on 31st March, 1903.						
Date, Month, 1902	Total to 31st March, 1902.		Received.	Principal			Interest.		No.
	Principal.	Interest.		In Arrears.	Other Advances.	Net per day.			
	A.	B.		C.	D.	E.	F.	G.	
£	£	£	£	£	£	£	£	£	£
31,038 18 7	5,457,717 18 8	1,054,707 15 6	—	14,328 1 10	34,082 18 10	505,303 15 8	8,128 5 30	23	
—	74,388 5 1	—	1,043 3 1	580 7 5	—	477 1 8	—	35	
38,620 5 11	180,356 11 4	327,847 14 8	—	130,874 3 0	12,976 12 6	521,389 10 2	4,280 10 3	26	
4,345 3 3	584,986 9 00	524,641 17 2	—	3,636 18 6	2,006 7 0	360,263 6 5	4,126 10 1	51	
37,525 14 0	5,645,429 7 0	5,758,935 4 2	1,200,750 6 8	53,125 14 0	37,302 10 1	2,847,900 5 7	34,216 11 2		
11,347 10 0	586,568 0 0	256,330 8 1	—	—	40 18 0	354,059 17 8	25 30 7	32	
9 10 30	9,073 12 31	156 6 4	250 10 4	—	—	69 17 4	—	33	
16 11 8	76,291 4 1	6,625 5 5	—	—	431 3 5	—	—	24	
4,000 10 11	49,000 10 0	70,658 4 8	—	—	20 16 0	175,661 3 30	15 20 0	35	
3,000 14 6	17,356 6 5	24,132 19 1	—	—	—	84,003 6 9	—	36	
30,000 10 11	457,336 1 31	893,285 15 7	250 15 4	—	400 12 7	571,964 1 3	74 6 1		
36,028 16 0	15,023,260 2 4	7,280,030 19 10	1,200,637 6 3	—	—	—	—		
—	15,224,468 10 11	200,196 16 11	6,480,200 12 4	—	—	—	—		
34,000 16 0	66,026,728 18 0	6,368,425 16 0	6,040,903 18 7	204,311 6 3	179,005 15 5	6,077,706 8 0	102,548 4 0		
					807,535 5 0				
				Portion of Loans regard- ing infra-reven- able.					
132 10 6	24,113 4 8	8,458 11 0	—	—	—	34,427 5 4	—	37	
—	271,168 11 4	20,675 5 11	8 10 6	—	—	—	—	38	
—	31,388 15 4	631 17 11	—	—	—	—	—	39	
—	—	—	10,000 3 0	—	—	—	—	40	
133 10 6	286,575 9 4	26,715 18 1	16,000 9 6	—	—	34,422 3 4	—		
3,000 4 0	327,118 9 2	122,446 12 2	(2) 10,745 4 5	6,000 9 2	9,048 9 2	663,235 1 1	1,726 1 0	41	
33 14 2	4,615 10 0	223 6 2	T12 9 1	—	15 17 11	995 4 0	5 3 7	42	
4,000 10 0	351,025 18 2	132,700 16 10	10,656 15 3	3,000 6 2	9,001 18 4	350,731 8 1	1,761 5 1		
4,346 10 0	140,600 1 0	151,583 15 10	25,500 16 0	5,000 9 2	9,051 18 6	325,513 10 5	1,761 5 1		
360,540 14 6	27,837,860 19 0	6,548,973 12	6,000,470 14 7	—	283,397 18 1	—	104,500 9 9		
					8,469,720 5 0		(5)		

* Including £100 45 51 written off in the year, per Audit, Edict T, cap. 25.

† Paid over to Irish Local Commissioners.

‡ Paid over to Irish Local Commissioners.

§ The figures in this column do not include interest accrued and unpaid in respect of loans which have been written off at the Audit of the Local Loans Fund by the Local Loans Commissioners, 1897, and subsequent debts are the interest on loans of debts from the Irish Church Fund under Edict T, cap. 4, as recorded in statement.

APPENDIX H-

(H.)—ABSTRACT of the ACCOUNTS of the COMMISSIONERS OF PUBLIC WORKS IN IRELAND, showing the Total of

Reported by Commissioner	Page.	Head of Account.	Balances on 31st March, 1903.	Balances,
H.1	62-71	Parliamentary Votes and Grants, viz.,—		
		1. Public Works and Buildings, Ireland, 2. Railways (Ireland) Acts, 1853, 1859, and 1863, 3. Light Railways (Ireland), Act, 1880 (Non-Voted Account), 4. Railways Act, 1898 5. Public Works Office, Ireland, 6. Adjustments affecting the Votes for 1891-1902,	7,536 0 1	471,482 11 7
H.2	72-73	Loans Advances,	35,961 5 6	780,000 0 0
H.3	74-75	Loans Repayments,	—	798,569 11 8
H.4	74-75	Land Improvement Premiums, 10 Vols., c. 20, sec. 18,	54 16 3	9,604 11 1
H.5	76-77	Sea Fisheries, Ireland, 15 & 17 Vols., c. 20,	8,612 3 0	2,620 6 6
H.6	76-81	Miscellaneous Services, viz.,—		
		1. Deposit Accounts, 1 & 2 Wm. IV., c. 25, &c., 2. Railway and other Arbitrations, 14 & 15 Vict., c. 70, 3. Arterial Drainage Deposits, 16 & 17 Vict., c. 38, &c., 4. Pier—Works, 2 Vict., p. 3, 5. Piers—Repairs, 16 & 17 Vict., c. 125, 6. Inland Navigations.—Sligo,. 7. Harbour Maintenance, 29 & 30 Vict., c. 49, 8. National Monuments, 22 & 23 Vict., c. 41, 9. Sea and Coast Fisheries Loan Fund, 47 & 48 Vict., c. 21, &c., 10. Linen Hall, 11. Galway Harbour Receiver's Account, 12. Southern Railway, 13. Letterkenny Railway, 14. Sandy Accuraria,	13,791 2 7	32,315 0 0
		Total,		67,737 7 5 1,908,650 6 5
H.7	78-83	Statement of Final Awards under Arterial Drainage Act, 16 & 17 Vict., c. 38, with Repayments thereon, to the 31st March, 1903.		

ACCOUNTS.

Sum intrusted to their Management for Collection or Disbursement for Year ended 31st March, 1903.

Balance standing, 31st March, 1902.	Total.	Overdrawn Balances from Assent to 31st March, 1902.	Paid.	Balance on 31st March 1903.	Total.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	479,019 12 8	—	479,005 0 6	3,011 12 2	479,019 12 8
—	787,261 5 6	—	782,067 6 6	24,804 1 2	787,261 5 6
—	708,589 11 6	—	708,589 11 6	—	708,589 11 6
336 13 5	2,998 6 9	—	2,998 6 9	—	2,998 6 9
—	11,062 8 6	—	6,357 6 2	4,800 8 4	11,062 8 6
—	47,106 2 7	—	33,106 0 1	13,999 17 4	47,106 2 7
336 13 5	2,998,747 7 6	—	1,966,025 14 4	50,710 13 2	2,998,747 7 6

O. H. BRADDOCH, Accountant.

K 2

An Account showing the Receipts and Expenditure of the Commissioners

(H 1.)—PARLIAMENTARY

RECEIPTS.	£	s.	d.	£	s.	d.	£	s.	d.
Balance from last Account,				—			—		7,035 4 1
PUBLIC WORKS AND BUILDINGS.—Class L. VOTE 13.									
Vote for the year 1902-1903,				—			—		393,172 4 5
Canceled forward,				—			—		390,706 3 1

PUBLIC WORKS, in the Year ended 31st March, 1903.

VOTES AND GRANTS.

EXPENDITURE.	£	s	d	£	s	d	£	s	d	
<hr/>										
Balances on Parliamentary Votes, 1801-1903, surrendered to H.M. Exchequer, viz.:—										
Public Works and Buildings				713	10	6				
Railways, Ireland				1,485	4	10				
Offices of Public Works				1,009	14	6				
							3,518	9	10	
<hr/>										
PUBLIC WORKS AND BUILDINGS—CLASS I. VOTE 18.—										
Purchase of Sites and Buildings. Sub-Head A.—										
Customs Stations				55	0	0				
Department of Agriculture:—										
Royal College of Science				4,371	6	1				
R. I. C. Barracks				5,000	0	0				
R. I. Academy				2,541	14	7				
Ancient Monuments				70	0	0				
							12,058	0	8	
<hr/>										
NEW WORKS AND ALTERATIONS. Sub-Head B.—										
Royal Hospital				2,040	3	8				
Royal Hibernian Military School				247	11	0				
Coastguard and Naval Reserve Buildings				11,218	18	11				
Ordnance Survey Buildings				3,191	14	9				
State Residences				1,052	19	5				
Chief Secretary's Lodge				159	15	8				
Chief Secretary's Office				351	18	6				
Local Government Board				264	16	0				
Department of Agriculture:—										
Head Office				139	15	11				
Postal Inspection Office				91	10	0				
Science and Art Museum				1	3	6				
Botanic Gardens				276	19	5				
High Court of Justice				34	11	0				
Registry of Deeds				37	13	0				
Register of Titles				2	2	9				
Metropolitan Police Buildings				1,179	18	5				
Constabulary do				2,064	10	5				
Dundrum Criminal Lunatic Asylum				65	0	9				
National Gallery				5,511	7	0				
<hr/>										
National Education Buildings:—										
National Schools	433,980	2	5							
Model Schools	213	11	3							
Teachers' Residences	10	0	0							
				33,408	13	8				
<hr/>										
Queen's Colleges				496	2	7				
Inland Revenue				387	17	9				
Postal and Telegraph Buildings				18,062	18	5				
Phoenix Park				213	19	9				
Kingstown Harbour				43	7	6				
Dunmoe				102	3	9				
							81,356	9	7	
Carried forward				—			95,394	10	3	
								3,218	9	10

An ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS.

(H 1.)—PARLIAMENTARY

RECEIPTS—continued.

	<i>L</i>	<i>s.</i>	<i>d.</i>	<i>L</i>	<i>s.</i>	<i>d.</i>	<i>L</i>	<i>s.</i>	<i>d.</i>
Brought forward,	—	—	—	—	—	—	229,708	0	1
PUBLIC WORKS AND BUSINESS—continued.									
Ccarried forward	—	—	—	—	—	—	229,708	0	1

Public Works in the Year ended 31st March, 1908—continued.

SATURS AND GRANTS—continued.

EXPENDITURE—*continued.*

AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER

(B 1.)—PARLIAMENTARY

RECEIPTS—continued.

	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	229,706 0 1
I. PUBLIC WORKS AND BUILDINGS—continued.			
PARTICULARS OF RECEIPTS. (APPROPRIATIONS IN A/c.) Shown on the other side—			
Buildings—The sums received were mostly for Rents,	—	4,244 13 3	
Parks—Phoenix Park—			
Rents,	762 12 4		
Sales of Deer,	62 17 3		
Sales of Timber and Old Materials,	71 19 2		
		887 8 9	
St. Stephen's Green—			
Sales of Wild Fowl,	23 10 10		
Sales of Old Materials,	5 0 0		
		27 10 10	
Curragh of Kildare—			
Rents,	—	0 1 0	
Harbours—Kingstown—			
Dues,	889 2 10		
Rents,	362 5 11		
Water supplied to Shipping,	55 13 0		
Hire of Plant,	97 8 9		
Sale of Plant and Old Materials,	69 10 0		
Boat Licences,	5 0 0		
Yacht Slip—Use of, and Storage of Yachts,	82 19 10		
		1,682 5 4	
Howth—			
Dues,	97 11 0		
Rents,	267 2 11		
Sales, &c.,	—		
		364 13 11	
Drogheda—			
Rents,	10 19 0		
Sales, &c.,	—		
		10 19 0	
Ardglass—			
Dues,	75 19		
Rents,	8 16 0		
Sales, &c.,	—		
		84 15 9	
Dunmore—			
Dues,	28 8 5		
Rents,	23 7 6		
		120 15 11	
Navigations—Malahide—			
Dues,	—	3 4 5	
		7,426 8 2	
Carried forward,	—	—	229,706 0 1

Public Works in the Year ended 31st March, 1903—continued.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.

	Maintenance of Supplies Sub-Head C	Purchase of Plant and Utensils Sub-Head D	Rec'd. and Expenditure Sub-Head E	Postage, Telegraph and Chargings Sub-Head F	Total	Estimated Appropriation for Year Sub-Head G	Recharge against the Year, Sub-Head H			
Brought forward,	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.	£ x. d.
Public Works and Buildings—cont.										
④ Commissioners Temporary Services.	1,071 1 2	18 12 1	18 0 0	1 19 0	2,065 17 2	51 18 19	170 0 0	5 0 0	0 0 0	
⑤ General Purposes Office.	37 6 8	38 22 6	—	15 17 8	103 15 6	—	136 16 8	6 1 1	0 0 0	
⑥ Admiralty and Tele- graph Services Office.	26 22 0	7 7 0	—	16 15 2	42 12 12	—	42 12 10	2 0 0	0 0 0	
⑦ Geological Survey Com- mission.	1,992 11 0	268 12 0	40 18 4	1,029 10 3	3,279 6 0	30 22 0	2,009 14 0	0 0 0	0 0 0	
⑧ Geological Survey Office.	29 04 1	14 18 2	90 0 0	49 36 0	125 7 0	9 2 0	105 6 0	6 0 0	0 0 0	
⑨ Meteorological Office and National Meteorological Observatory.	852 3 7	259 19 2	—	102 24 0	1,273 6 0	0 4 0	1294 2 0	0 0 0	0 0 0	
⑩ Great and Master Model School.	2,037 18 0	380 12 2	—	1,016 3 0	4,056 14 00	—	4,056 12 18	4 1 1	0 0 0	
⑪ National Schools.	3,075 11 4	705 18 0	—	—	1,250 6 2	38 9 6	1,250 16 3	3 1 7	0 0 0	
⑫ Teachers' Residences.	170 10 6	—	—	—	170 10 6	—	170 10 6	0 0 0	0 0 0	
⑬ National Gallery of Ire- land.	562 0 0	59 17 0	—	105 18 10	400 12 2	—	300 17 2	0 0 0	0 0 0	
⑭ Queen's College Cork.	817 11 8	215 22 6	22 9 0	2 6 4	1,140 9 0	25 0 4	1,000 12 10	5 0 0	0 0 0	
⑮ — Retired.	198 3 11	119 03 7	—	8 3 8	352 17 10	3 6 5	345 11 7	0 0 0	0 0 0	
⑯ — Galway.	655 35 9	344 7 7	—	—	303 3 6	—	164 2 4	0 0 0	0 0 0	
⑰ Royal Irish Academy.	210 8 0	28 10 7	258 18 0	2 1 0	315 11 4	—	379 11 6	0 0 0	0 0 0	
⑲ Customs Buildings.	1,041 9 4	154 1 0	3,000 10 2	186 10 11	4,190 36 0	1,000 18 10	4,045 16 8	0 0 0	0 0 0	
⑳ Land Revenue Buildings.	225 2 11	255 8 0	2,829 9 12	680 10 0	4,458 20 0	280 4 10	3,850 9 7	0 0 0	0 0 0	
㉑ Post Office Buildings.	1,039 4 36	1,036 3 31	—	322 17 1	6,064 7 00	238 1 6	6,064 6 1	0 0 0	0 0 0	
㉒ Dublin Customshouse.	1,093 10 7	650 8 6	—	105 13 0	3,018 31 9	264 12 0	3,017 19 3	2 1 7	0 0 0	
㉓ Stamp Trading, Liffey's Cutter.	—	—	—	0 0 0	0 0 0	—	0 0 0	0 0 0	0 0 0	
㉔ General Stores Board.	20 0 0	—	—	—	50 0 0	—	50 0 0	0 0 0	0 0 0	
㉕ Commission on Univer- sity Education.	—	6 0 0	7 10 0	22 3 10	40 1 10	—	16 2 10	0 0 0	0 0 0	
㉖ Commission on Govern- ment Expenditure Pro- tection.	367 1 3	1 11 0	—	—	268 33 0	—	268 12 0	0 0 0	0 0 0	
㉗ Civil Engineers.	1,089 10 1	—	—	—	1,089 10 1	0 12 0	1,089 7 1	0 1 0	0 0 0	
㉘ River Ports.	1,335 12 0	8 0 0	—	300 4 0	2,025 8 2	337 8 0	6,067 18 6	0 0 0	0 0 0	
㉙ Stephen's Green Park.	1,084 0 0	12 10 0	—	20 18 0	1,085 1 0	22 18 10	1,035 16 5	0 0 0	0 0 0	
㉚ Castle of Kilmain-	456 10 10	—	—	—	421 12 10	0 1 0	421 17 10	0 0 0	0 0 0	
㉛ Empress Harbour.	1,067 14 2	18 9 5	—	302 9 1	1,068 5 0	1,062 6 4	6,068 8 2	0 0 0	0 0 0	
㉜ North Harbour.	452 0 0	1 10 0	10 0 0	1 5 2	300 7 0	300 18 10	379 13 4	0 0 0	0 0 0	
㉝ Dunglester Harbour.	1,027 0 0	1 10 0	—	—	502 6 0	18 19 4	512 7 1	0 0 0	0 0 0	
㉞ Jameson Harbour.	375 10 2	—	—	1 2 0	376 18 7	178 15 12	386 9 0	0 0 0	0 0 0	
㉟ Migan Harbour.	381 10 0	4 2 5	9 30 0	—	506 11 0	24 15 0	421 15 0	0 0 0	0 0 0	
㉟ Migan Harbour.	18 2 0	—	—	—	18 3 0	8 4 0	18 10 3	2 1 1	0 0 0	
㉛ Lympne Park National School (Abdicated O. 1886 to 1901)	—	—	—	—	130 6 0	—	132 4 0	0 0 0	0 0 0	
Totals.	8,694 5 0	18,085 6 0	36,205 1 4	21,380 1 0	53,461 1 4	3,425 6 2	18,178 18 0	125,175 13 2	0 0 0	
Carried forward.								216,570 3 5	3,218 9 10	

Note.—Set for the loss of Flag from Liverpool Harbour the following additional charges would have been incurred on

Admiralty Harbour. £12 0s. 0d.

Civil Engineers. £1 1s. 0d.

D. 1899-1901.

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AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER.

(H 1.)—PARLIAMENTARY

RECEIPTS—continued.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,	—	—	—	—	—	—	229,708	6	1
1. PUBLIC WORKS AND BUILDINGS—continued.									
2. HIGHWAYS (IRELAND) ACTS, 1883, 1889, AND 1893:— (a), (b), (c), (d) and (e) Vote.—Class I. No. 14.	—	—	—	—	—	—	125,802	4	9
3. LIGHT RAILWAYS (IRELAND) ACTS, 1889 AND 1893 (NON-VOTED ACCOUNT):— Received from H. M. Exchequer to meet Expenditure in excess of Funds provided under the Acts.	—	—	—	—	—	—	8,987	16	6
Carried forward,	—	—	—	—	—	—	360,577	16	5

Public Works in the Year ended 31st March, 1903.

VOTES AND GRANTS—continued.

EXPENDITURE—continued.		£	s.	d.	£	s.	d.	£	s.	d.
<hr/>										
Brought forward,	.	—	—	—	216,570	3	0	3,218	9	10
1. PUBLIC BUILDINGS—continued.										
Drainage Works—River Shannon, Sub-Head II.,	.	290	11	4						
Loss—Appropriations in Aid (Sale of Reefs),	.	250	0	0		40	11	4		
Compensation—St. Stephen's Green Park, Sub-Head I.,	.	—	—	—	1,800	0	0		215,110	14
2. RAILWAYS, IRELAND :—										
Vote.—Class I. No. 14.										
(a) Repayments to County Councils under Tramways and Public Companies Act, 1883.										
County.	Railway.									
Cavan.	Cavan and Leitrim,	.	—	—	793	0	4			
Clare.	South Clare,	.	—	—	2,400	0	0			
"	West Clare,	.	—	—	2,897	10	0			
Cork.	Cork and Muskerry,	.	—	—	1,350	16	0			
"	Deneaghmore Extension,	.	—	—	600	0	0			
"	Schull and Skibbereen,	.	—	—	1,140	0	0			
"	Timoleague and Courtmacsherry,	.	—	—	700	0	0			
Donegal.	Donegal and Killybegs,	.	—	—	10	0	0			
"	Stranorlar and Glenin,	.	—	—						
Dublin.	Dublin and Blessington,	.	—	—	291	18	0			
Fermanagh.	Clogher Valley,	.	—	—	407	9	4			
Galway.	Loughrea and Athysun,	.	—	—	882	15	5			
Kerry.	Headford and Killarney,	.	—	—	1,200	0	0			
"	Killorglin and Valentia,	.	—	—	1,500	0	0			
Laois.	Cavan and Leitrim,	.	—	—	2,263	4	0			
Mayo.	Claremorris and Swinford,	.	—	—	400	0	0			
"	Ballinrobe and Claremorris,	.	—	—	1,223	8	0			
"	Athlone and Tuam (Extension to Claremorris).	.	—	—	936	0	8			
Sligo.	Collooney and Swinford,	.	—	—	467	18	3			
Tyrone.	Clogher Valley,	.	—	—	2,037	7	8			
Wicklow.	Dublin and Blessington,	.	—	—	276	17	11			
					23,181	0	6			
(b) Stranorlar and Glenin Railway.—balance of Expenditure under Act of 1889.	.	—	—	—	5,267	16	6			
(c) Instalments of Annuities in repayment of Advances by National Debt Commissioners (£342,400), under Railway Acts, 1889 and 1893.	.	—	—	—	65,697	7	0			
(d) (£115,335) under Tramways Act, 1893.	Do.	da.	—	—	14,335	4	0			
(e) (£339,000) under Railways Act, 1896.	Do.	da.	—	—	18,613	16	6			
	Carried forward,	.	—	—	—	—	—	346,685	9	0
								L 2		

An Account showing the RECEIPTS and EXPENDITURE of the COMMISSIONER.

(H 1.)—PARLIAMENTARY

RECEIPTS—continued.	A.	S.	d.	E.	s.	d.	E.	s.	d.
Brought forward				—			360,777	16	7
6. RAILWAY ACT, 1896 (Non-vote Account):—									
Received from National Debt Commissioners,				—			*80,000	0	0
" in respect of Traffic Receipts,				—			1,810	17	9
									81,810 17 9
5. OFFICE OF PUBLIC WORKS. CLASS II. VOTE NO. 38:—				—			36,327	0	0
Vote				—					
6. ADJUSTMENTS APPROVING THE VOTES FOR 1901-2.									
PUBLIC WORKS AND BUILDINGS.									
SUNDAY BUILDINGS:—									
Purchase of Sites,							15	13	8
New Works,							50	9	7
Maintenance,							55	12	1
Furniture,							0	2	0
Fuel,							—		
Phoenix Park National School,									
				—					
							101	17	4
OFFICE OF PUBLIC WORKS:—									
Salaries,							0	10	2
Travelling Expenses,							0	7	4
Land Improvement, &c., Losses,							0	3	6
Appropriations in Aid,							1	0	0
				—					
							479,049	12	8

* This amount is repayable by amounts which are chargeable on Parliamentary Votes.

of Public Works in the Year ended 31st March, 1903.

VOTES AND GRANTS—continued.

EXPENDITURE—continued,	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,	—	—	—	—	—	—	346,855	9	0
4. RAILWAYS ACT, 1895. (Non-voted Account) —									
RAILWAYS:—									
Bandon and Carrigadrogh,	—	—	—	5,724	12	11			
Listowel and Ballybunion,	—	—	—	77,042	2	5			
COACH AND STEAMER SERVICES:—									
Killaloe and Dromid—Subsidy to Shannon Development Company,	1,000	0	0						
Listowel and Tarbert Coach,	742	14	7						
Tarbert and Killarney Steamer,	397	9	7						
Enniscorthy and Ballyvaghan Coach,	315	9	2						
Rosslare and Duncormick Coach,	88	14	0						
Sligo and Belmullet Steamer,	4,493	15	1						
Marine Works Charges,	320	11	4						
GENERAL CHARGES,	—	—	—	7,503	13	9			
				1,163	8	8			
							89,373	17	6
5. OFFICE OF PUBLIC WORKS. CLASS II. VOTE NO. 58:—									
Salaries,	—	—	—	26,908	3	8			
Travelling Expenses,	—	—	—	2,776	18	8			
Incidental "do,"	—	—	—	305	13	11			
Land Improvement Act and Land Law Act, 1891, Loans Expences,	—	—	—	8,707	16	10			
				38,688	12	3			
Less Appropriations in Aid,	—	—	—	3,412	11	4			
Net Charge against the Vote,	—	—	—	—	—	—	35,286	0	10
6. ADJUSTMENTS AFFECTING THE VOTES FOR 1901-1902.									
PUBLIC WORKS AND BUILDINGS.									
STRICT BUILDINGS:—									
New Works,	—	—	—	29	0	6			
Maintenance,	—	—	—	4	8	3			
Furniture,	—	—	—	14	0	7			
Fuel,	—	—	—	1	12	2			
Phoenix Park National School,	—	—	—	0	10	7			
							49	12	1
OFFICE OF PUBLIC WORKS:—									
Salaries,	—	—	—	—	—	—	13	1	1
							472,908	0	6
BALANCE—CASH,	—	—	—	8,660	12	3			
Interest,	—	—	—	351	0	0			
Grants undrawn from the Exchequer,	—	—	—	3,000	0	0			
				7,011	12	3			
				479,010	12	8			

O. H. BRADWELL, Accountant.

(H 2)—An ACCOUNT showing the Receipts and EXPENDITURE of the COMMISSIONERS.

PUBLIC WORKS LOANS.

	£	s	d	£	s	d
To Balance, 1st April, 1902,				—		
Public Works Loans:						
Vote of Credit 1901-1902, £800,000—National Debt Commissioners,	300,000	0	0			
1902-1903, £800,000—	450,000	0	0			
				750,000	0	0
				787,981	5	6

Office of Public Works, Dublin, 1st May, 1903.

of Public Works in the Year ended 31st March, 1893.

ADVANCES

	<i>L</i>	<i>s.</i>	<i>d.</i>	<i>L</i>	<i>s.</i>	<i>d.</i>
By Public Works Loans,						
Amount advanced on Loans, viz.,						
County Councils,						
Balloons,				12,457	8	0
Harbours, Docks, &c.,				50,733	1	11
Quarries, Mines, &c.,				600	0	0
Housing of the Working Classes,				9,000	0	0
Globe Loans, 33 & 34 Vic., c. 112,				33,558	10	3
Public Health, 37 & 38 Vic., c. 93,				5,854	6	6
Public Buildings, &c.,				250,441	11	0
River Drainage Maintenance, 29 & 30 Vic., c. 48, &c.,				30	0	0
River Drainage, 26 & 27 Vic., c. 55, &c.,				3,002	5	9
Land Improvement Preliminaries,				1,930	0	0
Leisure Asylums Buildings, 1 & 2 Geo. IV., c. 33,				1,200	0	0
Labourers' Assts.,				50,000	18	2
Land Improvement, 10 Vic., c. 32, &c.,				251,847	10	0
National School Teachers' Residences,				37,330	0	0
Dispensary Houses,				5,868	8	0
Workhouses Buildings, &c.,				4,115	0	0
Acquisition of Small Dwellings,				28,500	6	7
Non-Vested Schools and Training Colleges,				10,707	18	0
Land Law, 44 & 45 Vic., c. 49, &c.,				4,543	0	0
				41,615	0	0
				763,067	6	4
Balance unissued,						
				26,894	1	2
				787,961	5	6

O. H. BRAUNER, *Anemoneum*

(H 3).—An ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER,
PUBLIC WORKS LOANS

	Repayments (Principal and Interest),	Total
	£ s. d.	£ s. d.
To Public Works Loans:—		
Amounts received in repayment:—		
County Councils,	5,800 18 6	
Local Boards,	3,782 19 11	
Roads and Bridges,	3,357 12 6	
Inland Navigations,	681 6 10	
Public Buildings,	2,003 8 8	
Railways,	10,698 18 3	
Quarries, Mines, and Miscellaneous,	2,692 6 6	
Harbours, Docks, &c.,	18,798 14 6	
Labourers' Dwellings in Towns,	9,704 17 11	
Artisans' Dwellings,	827 12 1	
Housing of the Working Classes,	30,895 8 4	
Globe Loans,	31,388 13 7	
Public Health,	123,045 17 7	
River Drainage Maintenance, 29 & 30 Vic., c. 49, &c.,	683 6 5	
River Drainage, 26 & 27 Vic., c. 88,	33,226 11 0	
Loans per Act 37 Geo. III, c. 34,	180 0 0	
Land Improvement Preliminary Expenses,	1,404 17 1	
Lunatic Asylums Buildings,	84,012 11 8	
Building Schools,	24 14 0	
Seed Supply, 1890,	NIL	
" 1891,	NIL	
" 1892,	516 18 5	
Emigration,	175 18 0	
Labourers' Acts,	103,033 13 3	
Land Improvement Loans,	93,310 0 11	
National School Teachers' Residences,	10,487 18 4	
Dispensary Houses,	6,186 19 2	
Workhouse Buildings,	3,977 19 11	
Acquisition of Small Dwellings,	532 2 6	
Non-Vested Schools and Training Colleges,	4,590 3 5	
Land Law, 44 & 45 Vic., c. 49, c. 31,	70,916 4 11	
Land Act Loans, 33 & 34 Vic., c. 46,	14,243 7 11	
		673,483 15 0
Local Loans Fund Premium Account,		34 18 2
To Church Fund Loans:—		
Land Improvement,	33,770 7 5	
Sanitary,	1,293 14 9	
Arterial Drainage,	76 15 4	
		35,140 17 4
		708,590 11 6

Office of Public Works, Dublin, 1st May, 1903.

(H 4).—LAND IMPROVEMENT

RECEIPTS.

	£ s. d.	£ s. d.
Balance from last Account,		56 16 3
Amount received from Proprietors in Repayment of Preliminary Expenses,		1,404 17 1
" " " Loan Advances,		1,293 0 0
Balance,		336 13 5
		1,900 4 9

Office of Public Works Dublin, 1st May, 1903.

(PUBLIC WORKS in the Year ended 31st March, 1903.

REPAYMENTS.

		£ s d.		£ s d.
By amount transferred to National Debt Commissioners,		—		673,425 16 0
Ditto,		—		34 18 2
By amount transferred to Irish Land Commissioners,		—		35,140 17 4
				708,599 11 6

O. H. BRADDOCK, Accountant.

PRELIMINARIES, 1902-1903.

EXPENDITURE		£ s d.		£ s d.
Amount paid for Preliminary Investigations, Advertising, Bribes, &c.,		—		1,093 9 8
Amount transferred to Loans Repayments,		—		1,404 17 1
				2,498 6 9

O. H. BRADDOCK, Accountant

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(H 5.)—SEA FISHERIES
AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS of PUBLIC WORKS

RECEIPTS.	£	s.	d.	£	s.	d.
Balance from last Account,				—		
Contributions received towards cost of works, viz.—						
Congested Districts Board for Kilronan Pier,	1,000	0	0			
Galway County Council—Spiddal Pier,	500	0	0			
Amounts received in repayment of Loan—				1,300	0	0
Carrigaholt Harbour,	296	11	4			
Kilmore Harbour,	107	3	1			
Ballyhalbert Pier,	129	13	6			
Clough Head Breakwater,	535	17	10			
Seaford Pier,	109	6	0			
Greystones Pier,	171	13	9			
	1,350	0	6			
	11,052	6	4			

Office of Public Works, Dublin, 1st May, 1903.

(H 6.)—AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS
MISCELLANEOUS

RECEIPTS.	£	s.	d.	£	s.	d.	£	s.	d.
To Balance from last Account,				—			—		
1. DEPOSITS FOR PARLIAMENTARY EXPENSES OF LOANS, &c.—									
Received,	—	—	—	—	—	—	1,210	17	4
2. RAILWAY AND OTHER ARBITRATION EXPENSES, 14 & 15 Vic., c. 70 ;—									
Received from Railway Companies and others, to meet Expenses of Arbitrations,	—	—	—	—	—	—	571	9	4
3. AUTUMNAL DRAINAGE DEPOSITS, 26 & 27 Vic., c. 88, &c. ;—									
Received from Drainage Boards on Account of Preliminary and other Expenses,	—	—	—	—	—	—	35	0	0
4. PIERS—WORKS—9 Vic. c. 3 p.—	—	—	—	—	—	—	—	—	—
5. PIERS—REPAIRS—16 & 17 Vic., c. 196 ;—	—	—	—	—	—	—	—	—	—
5A. TEELEN PIER REPAIRS ;—									
Contribution from Congested Districts Board,	—	—	—	—	—	—	565	4	0
Carried forward,	—	—	—	—	—	—	15,270	15	11

(IRELAND) COMMISSION.

IRELAND, during the Year ended 31st March, 1903, pursuant to Act 46 & 47 Victoria, cap. 26.

EXPENDITURE.	£ s. d.	£ s. d.
Expenses of Engineering Staff,	—	516 8 10
Piers—Works—		
Portstewart,	1,078 5 7	
Portavogie,	2,300 14 11	
Kilkevan,	1,538 8 5	
Spiddal,	823 5 5	
	<hr/>	<hr/>
		5,740 17 4
		<hr/>
Balances,	—	6,237 6 2
		<hr/>
		4,805 2 4
		<hr/>
		11,022 8 6

G. H. BRAINELL, Accountant.

of Public Works, IRELAND, during the Year ended 31st March, 1903.

SERVICES.

EXPENDITURE.	£ s. d.	£ s. d.	£ s. d.
I. DEPOSITS FOR PRELIMINARY EXPENSES OF LOANS, &c.,— Paid,	—	—	1,093 9 1
II. RAILWAY AND OTHER ARBITRATION EXPENSES, 14 & 15 Vic., a. 70,— Paid to Arbitrators, &c.,	—	—	455 1 4
III. INDUSTRIAL DRAINAGE DEPOSITS, 26 & 27 Vic., c. 88, &c.,— Paid on account of Fees, &c.,	—	—	—
IV. PIERS—WORKS—9 Vic., c. 3 —	—	—	—
V. PIERS—REPAIRS—16 & 17 Vic., c. 136 —	—	—	—
VI. TURBINE PIER REPAIRS— Expenditure, Refunded to Congested Districts Board,	626 19 7 25 4 5	<hr/>	622 4 0
			<hr/>
Carried forward,	—	—	9,310 14 5
			<hr/>
			M 2

(H 6.)—AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONER
MISCELLANEOUS

RECEIPTS—continued.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,	—	—	—	—	—	—	16,250	12	8
6. INLAND NAVIGATION.—									
Shannon River—									
Boats,	—	—	—	2,681	11	9			
Tolls,	3,043	6	10						
Less rebate allowed to Grand Canal Company (year).	190	8	5	2,872	18	8			
Sundries—									
Sales,	10	0	0						
Law Costs Recovered,	1	15	0						
Hire of Dredges,	42	2	1						
Cost of repairing Dredges,	5	6	10						
Contribution to Cost of Construction of New Bridge at Killaloe,	50	0	0	109	3	11			
				5,663	14	1			
7. ARTERIAL DRAINAGE MAINTENANCE WORKS.—									
Killard District—									
Received (Instalment on Account of Loan), net amount,	—	—	—	232	19	11			
Do. Sundries,	—	—	—	1	15	6			
Saleen Lough District—							234	15	7
Received (Instalment on Account of Loan),	—	—	—	—	—	—	1	10	6
Upper Gully District—									
Received Instalments on Account of Loan,	—	—	—	517	15	10			
Do. Sundries,	—	—	—	1	19	9			
				518	15	7			
8. NATIONAL MONUMENTS, 32 & 33 Vic., s. 49, and 55 & 56 Vic., s. 46.—									
Sale of Stock,	—	—	—	—	—	—	933	6	8
Dividends on Stock, &c.,	—	—	—	—	—	—	933	6	8
				933	6	8			
Carried forward,	—	—	—	—	—	—	23,623	14	8

of Public Works in the Year ended 31st March, 1903.

SERVICES—continued.

EXPENDITURE—continued.

Brought forward,

	£	s.	d.	£	s.	d.	£	s.	d.
							2,210	14	5

6. ISLAND NAVIGATION:—

SHANNON RIVER:—

DEPARTMENT.	New Works.	Rentals, Travelling and Extra-ordinary Expenses of Ships.	Repairs of Leds, Harbours, Quays, Bridges and Masonry.	Repairs of Roads, Bridges, Ditches and Draining.	Total
Limerick.	499 18 11	385 1 10	371 2 1	331 8 8	1,377 11 4
Killaloe.	158 6 9	241 11 3	144 4 8	185 5 8	730 8 4
Upper Shannon	139 10 0	449 7 3	378 18 1	390 5 9	1,348 19 1

GENERAL CHARGES:—

Superintendent's Salary and Travelling Expenses, Repairs and Renewals of Boats and Pies, Boats and Barges, Repayment of Clare Castle Pier Loan, Taxes, . . .

2,017 14 7

3,674 13 4

7. ARTIFICIAL DRAINAGE MAINTENANCE WORKS:—

Killarney District:—

Expenditure on Works,	.	.	.	.	.	.	—	—	534 15 5
Sallins Lough District:—	.	.	.	.	.	.	—	—	2 4 5
Expenditure on Works,	.	.	.	.	.	.	—	—	419 15 7
Upper Gully District:—	.	.	.	.	.	.	—	—	—
Expenditure on Works,	.	.	.	.	.	.	—	—	—

8. NATIONAL MONUMENTS, 32 & 33 Vict., c. 45, and 35 & 36 Vict., c. 45:—

General Charges:—

Salary and Travelling Expenses of Principal Surveyor and Clerk of Works, Caretakers' Wages, Incidents, &c.,

Works:—

Glendalough, Seven Churches,	.	.	.	.	.	.	9 9 6	—	—
Monasterboice,	.	.	.	.	.	.	11 2 6	—	—
Loughinisland,	.	.	.	.	.	.	7 7 0	—	—
St. Columba's House, Kells,	.	.	.	.	.	.	14 17 9	—	—
Maghern,	.	.	.	.	.	.	10 8 6	—	—
Corkercorrey Abbey,	.	.	.	.	.	.	3 9 10	—	—
Kileenell,	.	.	.	.	.	.	26 16 0	—	—
Oughartman,	.	.	.	.	.	.	0 7 6	—	—
Dunaghmore,	.	.	.	.	.	.	12 0 0	—	—
Drogheda,	.	.	.	.	.	.	1 0 0	—	—
Annsaghdown,	.	.	.	.	.	.	45 10 0	—	—
Fenagh,	.	.	.	.	.	.	2 0 0	—	—
Ross (Ruins of Abbey), otherwise Ross Errilly Abbey,	.	.	.	.	.	.	56 15 10	—	—
Holy-spires,	.	.	.	.	.	.	16 3 0	—	—
Killala (Ruins of Moyne Abbey),	.	.	.	.	.	.	4 0 0	—	—
Castel and Islands. Inchiquan (or Quaker's Island),	.	.	.	.	.	.	6 0 0	—	—
Banagher,	.	.	.	.	.	.	2 12 6	—	—
Cranfield,	.	.	.	.	.	.	1 5 0	—	—
Dungivan Church,	.	.	.	.	.	.	3 0 0	—	—
Dromore,	.	.	.	.	.	.	0 7 0	—	—
Inishcrone (Aran),	.	.	.	.	.	.	0 12 0	—	—
Inisherin or South Aran Island,	.	.	.	.	.	.	1 10 0	—	—
Cloone — Ruins of Round Tower and Abbey,	.	.	.	.	.	.	1 10 0	—	—
Inishmurray or North Aran,	.	.	.	.	.	.	0 2 8	—	—
Threave,	.	.	.	.	.	.	61 0 1	—	—
Killaloe—Holy Island—Ruins of St. Flannan's Church,	.	.	.	.	.	.	0 5 0	—	—
Newtown Abbey, Co. Meath,	.	.	.	.	.	.	5 5 0	—	—
Mellifont Abbey, Co. Leitrim,	.	.	.	.	.	.	104 17 6	—	—
Eccles Abbey,	.	.	.	.	.	.	0 5 0	—	—
Ardfert Cathedral,	.	.	.	.	.	.	11 11 0	—	—
St. Michael's Church, Great Skellig Rock,	.	.	.	.	.	.	12 10 0	—	—
Errilly Old Church,	.	.	.	.	.	.	3 0 0	—	—
							438 11 8	—	—
							796 12 7	—	—
Carried forward,	.	.	.	.	.	.	9,358 15 9	—	—

(H 6.)—An Account showing the RECEIPTS and EXPENDITURE of the COMMISSIONER
MISCELLANEOUS

RECEIPTS—continued.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,	—	—	—	—	—	—	23,552	16	5
9. SEA AND COAST FISHERIES FUND, 47 & 48 Vico, c. 21, and 54 & 55 Vico., c. 48.—Non-exempted Districts.—									
Dividends,	—	—	—	385	0	0			
Sale of Stock,	—	—	—						
Repayments of Loans,	—	—	—	2,346	3	3			
10. LEXON HALL, 41 Vico, c. 1.—							2,741	1	1
Rents, &c., received,	—	—	—	—	—	—	461	12	3
11. GALWAT HARBOUR RECEIVER'S ACCOUNT.—									
Date, &c.,	—	—	—	2,963	14	11			
Sale of Ovens,	—	—	—	7	18	0			
							2,963	12	11
12. SOUTHERN RAILWAY.—									
Revenue, after deduction of Working Company's charge, and Telegraph Rent, for year ended 31st December, 1902,	—	—	—	4,338	18	10			
Amount received for payment of Barcavil Guaranteed Dividends,	—	—	—	3,145	0	0			
							7,483	18	10
13. LETTERKENNY RAILWAY.—									
Revenue (after deduction of Working Company's charge), for period 1st October, 1901—30th September, 1902,	—	—	—	—	—	—	2,304	15	8
14. SOUTHERN ACCOUNTS.—									
Carragh of Eldare—Rents,	—	—	—	99	5	3			
Land Commission (Church Property Department),	—	—	—	260	0	0			
Chief Secretary's Gardens,	—	—	—	477	13	1			
Board of Admiralty,	—	—	—	46	19	3			
Island Bridge Waterworks,	—	—	—	19	11	6			
Loans Insurance,	—	—	—	1,025	7	10			
Income Tax,	—	—	—	1,516	4	3			
Fishery Loan Fund—Stamps,	—	—	—	4	14	11			
Contractors' Deposits lodged with Tenders,	—	—	—	101	4	0			
Damage Works—Closing Account,	—	—	—	18	3	0			
Railway (Ireland) Act, 1886—Gross Traffic Receipts,	—	—	—	1,904	7	4			
Temporary Receipts—for lodgment to Votes, Loans, &c.,	—	—	—	1,288	19	1			
Department of Agriculture,	—	—	—	771	14	3			
							7,679	2	9
							47,306	2	7

Office of Public Works, Dublin, 1st May, 1903.

of Public Works in the year ended 31st March, 1903.

SERVICES—continued.

EXPENDITURE—continued.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward,	—	—	—	—	—	—	9,335	15	9
9. SEA AND COAST FISHERIES FUND, 47 & 48 Vict., c. 21, and 56 & 58 Vict., c. 48.—Non-congested Districts—									
Advances on Loans, &c.,	—	—	—	—	—	—	2,821	8	7
10. LINES HALF, 41 Vict., c. 12.—									
Bills paid,	—	—	—	146	14	10			
Labour,	—	—	—	0	10	7			
Transfer to His Majesty's Exchequer,	—	—	—	300	0	0			
11. GAWTHAR HARBOUR Receiver's ACCOUNT :—							446	5	5
Repayment of Loans—Annuities, on account of, Salaries, Maintenance of Works, &c.,	—	—	—	1,834	0	0			
	—	—	—	1,197	10	10			
							3,031	10	10
12. SOUTHERN RAILWAY :—									
Interest on Loans,	—	—	—	3,000	0	0			
St. R. & W. Railway Co.—Rent of Thurlow Station, &c.,	—	—	—	914	1	1			
General Charges,	—	—	—	347	7	5			
Dividends on Barstow Guaranteed Stock (year to 31st December, 1902),	—	—	—	3,145	0	0			
							7,466	8	6
13. LEEDS-KENT RAILWAY :—									
Interest on Loans,	—	—	—	3,400	0	0			
General Charges,	—	—	—	172	6	0			
							3,572	6	0
14. SOUTHERN ACCOUNTS :—									
Carragh of Kildare—Payment to Commissioners of Woods and Forests,	—	—	—	91	0	0			
Land Commission (Church Property Department),	—	—	—	331	8	9			
Chief Secretary's Gardens,	—	—	—	420	7	10			
Board of Admiralty—Costs of preparing Lease,	—	—	—	19	14	10			
Inland Bridge Waterworks,	—	—	—	18	16	10			
Lease Insurance,	—	—	—	1,374	12	4			
Income Tax,	—	—	—	1,057	10	9			
Fishery Loan Fund—Stamp,	—	—	—	4	8	2			
Contractors' Deposits refunded,	—	—	—	69	0	0			
Drainage Works—Closing Account,	—	—	—	—	—	—			
Railways (Ireland) Act, 1896—Transfer to Votes, and pay- ments to Railway Clearing House,	—	—	—	1,954	7	4			
Payments in respect of Temporary Receipts,	—	—	—	1,206	18	11			
Department of Agriculture—Expenditure at Model Farms,	—	—	—	208	11	3			
							7,282	10	0
Balance,	—	—	—	{	Interest,	23	19	4	
				{	Cash,	13,975	18	2	
						—			
							33,106	5	1
						—	13,999	17	6
							47,106	2	7

O. H. BRADFIELD, Accountant.

(H 7.)—ARTERIAL DRAINAGE.

These Works are executed by District Boards.

SCHEDULE.—ABSTRACT OF FINAL AWARDS, AND EXPENDITURE.

District.	County.	Date when Award made final.	Area of Flooded or Injured Lands, which have been Drained or Improved, or Similar Measure.	Cost per Acre to Proprietors, of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Drainage, per acre, in square feet, with Interest, and date of Exemption.
Athboy River,	Meath,	4th April, 1889,	1,888 0 27	8 0 4	588 16 6	—
Balineaserry,	Limerick,	2nd Oct., 1873,	179 0 5	7 1 8	82 3 1	—
Ballydunes,	Queen's,	28th Oct., 1889,	838 2 0	4 5 8	304 16 0	41 19 10 34
Ballycolliton,	Tipperary,	28th Oct., 1891,	267 1 19	4 14 6	93 7 8	48 19 11 31
Ballynacarrig,	King's and Queen's,	28th April, 1885,	2,902 1 28	2 7 5	616 14 0	—
Ballyteigea & Kilmore,	Wexford,	28th Oct., 1888,	3,332 3 22	8 9 16	1,335 4 9	315 2 4 11
Baltracy.	Kildare,	12th Mar., 1875,	1,955 2 30	4 0 5	588 4 3	—
Banahyle,	Limerick,	3rd April, 1882,	1,017 1 52	9 15 1	607 19 9	157 18 9 11
Beelinavrig,	King's,	27th Mar., 1873,	926 3 20	3 7 1	197 19 8	—
Bribery River,	Waterford,	29th Sept., 1876,	929 1 20	3 4 3	297 2 1	—
Bride River,	Cork,	28th Oct., 1882,	1,348 3 4	6 15 8	331 3 2	156 4 3 3
Bunkey,	Limerick,	8 Oct., 1888,	868 1 20	1 19 2	138 2 5	1 12 4 2 20
Carrig,	Limerick,	23rd Sept., 1876,	1,260 3 0	9 3 1	377 4 8	198 14 5 33
Carraigshane, &c.,	Cork,	2nd April, 1860,	624 2 20	7 12 1	220 13 6	118 14 8 10
Clodagh River,	Tipperary,	26th May, 1873,	1,657 1 4	4 3 7	398 6 7	—
Cashen,	Kerry,	28th Oct., 1886,	4,744 2 19	2 2 6	583 14 4	940 5 10 10
Coonall,	Kildare,	16th Jan., 1870,	747 2 0	3 6 5	171 12 2	—
Courrygrass,	Longford,	28th Oct., 1882,	114 3 37	5 9 4	27 14 1	7 9 4 11
Derrinlough,	King's,	28th Oct., 1874,	622 0 30	3 6 5	143 10 4	—
Dockyle,	Limerick,	28th Oct., 1871,	409 2 22	6 2 7	143 9 2	—
Douglas River,	Carlow,	31st Mar., 1875,	3,088 2 0	4 7 3	922 18 0	—
Dunderry,	Meath,	Not yet under award,	—	—	—	—
Dylyn,	Roscommon,	26th Mar., 1873,	3,385 3 12	4 11 2	1,096 1 10	—
Fallenown,	Meath,	28th Oct., 1888,	961 3 22	5 2 1	32 9 5	4 22 11 3 30
Do.,	Do.,	28th Oct., 1891,	—	—	—	—
Frankford River,	King's,	27th Mar., 1875,	3,004 2 0	6 5 3	414 16 0	—
Do.,	Do.,	4th April, 1884,	—	—	—	8 13 2 36
Gerrinstown and Delvin,	Meath and Dublin,	2nd April, 1889,	3,392 0 13	1 9 4	461 3 0	4 37 8 3 34
Glaesker,	Cork,	4th April, 1880,	172 1 0	10 9 4	111 16 3	4 31 15 10 35
	Carried forward,		37,449 2 21	—	10,447 0 11	1,546 0 10

* These charges have expired.

26 & 27 Vic., c. 88, &c.

accordance with the Provisions of the above Acts,
thereon, for the Year ended 31st March, 1903.

Total Amount Advanced, including interest to date of Account.	Portion of Total Advances charged to Commissioner for Public Works, or retained by Drainage Board.	Amount charged as Lands.	Receipts (Principal and Interest).			District
			To 31st March, 1902.	For year ended 31st March, 1903.	Total to 31st March, 1903	
£. s. d. 11,141 16 2	£. s. d. -	£. s. d. 11,141 16 2	£. s. d. 15,952 14 5	£. s. d. -	£. s. d. 15,952 14 5	Abbey River.
1,269 3 10	-	1,269 3 10	1,775 11 0	-	1,775 11 0	Ballinacourty.
3,669 8 0	89 10 0	3,670 18 0	3,735 0 4	83 1 8	3,888 9 0	Ballyadane.
1,621 8 0	87 10 0 *66 0 0	1,357 18 0	1,111 5 10	72 6 5	1,383 14 0	Ballycollon.
5,075 9 1	-	5,075 9 1	5,451 10 1	-	5,451 10 1	Ballynacraig.
12,741 5 0	-	12,741 5 0	9,534 15 3	400 2 2	9,934 17 7	Ballytrig and Kilmore.
8,211 1 9	300 15 2	7,850 6 0	11,031 6 5	-	11,532 6 5	Baltrasey.
8,188 17 9	*800 12 7	7,377 5 2	8,828 1 9	344 10 1	9,170 11 10	Barnakyle.
72,359 0 0	-	3,359 0 0	1,587 11 8	75 15 4	1,664 7 0	
3,107 2 4	-	3,107 2 4	4,346 6 5	-	4,346 6 5	Boalmurrag.
4,323 19 0	-	4,323 12 0	6,168 14 7	-	6,168 14 7	Brickey River.
6,731 6 3	106 2 6	6,613 5 3	6,321 15 2	295 3 1	6,684 18 3	Bride River.
1,765 8 0	80 0 0	1,718 8 0	468 11 6	96 10 11	555 2 5	Bunkey.
11,745 19 6	300 0 0	11,545 19 6	14,066 19 5	467 5 10	14,534 6 5	Cormagh.
9,4769 10 9	-	4,749 10 9	3,350 16 7	297 7 10	376 6 6	Corgibrennan, Co.
6,938 11 0	-	6,938 11 0	9,681 9 3	-	9,681 9 3	
10,054 16 0	-	10,054 16 0	8,373 16 4	465 6 4	8,639 3 3	Cashon.
9,482 13 0	-	2,482 13 0	3,535 1 3	-	3,535 1 3	Cosull.
629 15 0	-	629 15 0	696 3 9	14 14 0	629 19 9	Carrygrane.
3,105 12 9	40 0 0	2,066 12 9	2,920 0 1	-	2,960 0 1	Derrislogh.
2,515 6 0	-	2,515 6 0	3,203 16 6	-	3,203 16 6	Dockyle.
15,863 6 6	190 0 0	16,473 6 6	19,256 9 3	-	19,356 9 3	Douglas River.
91,000 0 0	-	-	-	-	-	Dunderry.
15,910 37 0	455 0 0	15,489 37 0	22,000 0 6	-	22,000 0 6	Elphin.
1,031 12 0	-	1,031 12 0	696 2 6	87 2 10	963 6 3	Follistown.
408 13 0	45 0 0	386 13 0	471 11 0	-	471 11 0	Da.
6,745 6 4	80 0 0	6,666 6 4	9,895 17 11	0 10 1	9,895 6 0	Frankford River.
675 17 4	-	675 17 4	180 19 10	18 0 8	1,000 0 0	Da.
4,948 16 0	220 0 0	4,733 16 0	5,614 17 7	182 11 0	5,797 9 7	Gortristown and Dervin.
1,394 19 0	-	1,394 19 0	1,209 0 10	65 11 6	1,272 12 6	Glosson.
138,815 12 6	9,517 10 3	137,569 2 2	178,457 3 6	2,953 4 11	181,359 8 5	
72,359 0 0						

* Refunded by Drainage Board, being portion of advances not expended.

+ Not yet under charge.

£ paid out of the Church Fund.

£ In addition to this amount a sum of £200 7s. 6d., moiety of cost of county road bridges, received from county and paid over to Drainage Board, was expended.

(H 7.)—ARTERIAL DRAINSAGE.

These Works are executed by District Boards.

SCHEDULE.—ABSTRACT OF FINAL AWARDS, and Receipts

Station.	County.	Date when Awards made final.	Area of Flooded or Reclaimed Lands, which have been Dredged or Improved Station Name.	Cost per Acre to Proprietors of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Drainage previously paid, to repay Cost, with Interest, after deducting Write-back.	Balance due.
		Brought forward,	. . . . .	£. s. d.	£. s. d.	£. s. d.	£. s. d.
			37,448 2 81	—	10,447 0 11	1,844 0 10	
Greanagh,	Limerick,	4th April, 1890,	2,330 3 34	5 9 4	544 9 0	288 11 5	45
Gally,	Queen's,	4th Oct., 1873,	1,064 0 10	6 6 11	242 15 9	—	—
Gully Upper,	Queen's,	14th Mar., 1876,	508 1 18	4 18 7	129 12 2	33 4 3	33
Morgan's Pass,	Tipperary,	6th Oct., 1886,	833 1 20	5 18 0	268 13 10	121 1 3	33
Inny, Upper,	Meath, Westmeath, Longford, & Cavan,	4th April, 1881,	11,673 2 7	7 8 3	2,780 2 4	1,637 0 10	45
Island Lakes and Glore River,	Mayo,	2nd April, 1873,	1,457 0 22	5 16 6	443 5 6	66 2 4	33
Kildare,	Kildare,	29th Sept., 1877,	2,347 3 60	3 11 6	506 7 10	67 0 4	3
Killard,	Cork,	9th Oct., 1894,	301 1 0	9 4 1	163 15 3	45 6 2	31
Kilmestalla,	Tipperary,	26th July, 1873,	1,681 1 18	6 10 7	582 12 2	—	—
Larneor,	Meath,	2nd April, 1880,	879 1 22	7 0 7	204 12 10	116 15 11	44
Leer River,	Kildare and Cavan,	6th Oct., 1883,	1,594 3 20	16 8 11	426 5 0	554 5 7	41
Leigh Erne,	Cavan, Donegal, Fermanagh, & Monaghan,	4th April, 1891,	15,227 0 36	11 16 11	4,316 11 0	2,868 16 8	71
Do. (Navigation),	Do.,	—	—	—	—	550 6 5	35
Leigh Oughter,	Cavan,	4th April, 1878,	3,077 1 30	5 1 11	845 15 9	212 7 0	36
Milford,	Cork,	8th Oct., 1887,	1,015 0 10	8 14 8	469 0 7	205 12 6	40
Morning Star, Upper,	Limerick,	4th April, 1888,	630 2 83	8 12 9	355 1 0	172 9 9	41
Mulhur River,	Limerick,	20th Sept., 1877,	3,930 2 24	9 4 1	923 9 11	431 11 7	36
Nanny River,	Meath,	4th April, 1888,	784 3 0	10 3 1	355 15 2	197 19 8	41
Do., Upper,	Do.,	4th April, 1888,	168 1 20	6 7 9	72 11 2	26 1 10	41
Oweane,	Do.,	4th April, 1888,	2,307 2 0	5 0 9	891 7 6	228 4 5	41
Pancarrow,	Tipperary and King's,	25th Sept., 1874,	2,719 0 1	4 4 6	610 19 3	206 10 6	35
Quisagh,	Carlow,	10th Jan., 1870,	680 3 0	8 13 5	206 1 5	—	—
Rathangan River,	Kildare,	4th April, 1883,	8,654 2 3	8 12 5	3,944 19 10	1,204 8 1	35
Rathdowney,	Queen's,	6th Oct., 1888,	413 1 29	6 6 1	180 0 4	—	—
Silver River,	King's & Westmeath,	8th Oct., 1870,	1,092 2 20	3 19 8	215 10 9	—	—
Saulbridge,	Clare,	4th April, 1871,	2,293 0 4	7 18 2	1,220 14 11	—	—
Stoneyford River,	Kildare,	6th Oct., 1884,	3,684 0 0	6 18 3	1,660 15 10	546 2 0	35
Seck River,	Galway & Roscommon,	22nd Oct., 1885,	16,800 1 14	8 7 1	3,013 12 2	1,482 6 0	35
Do. (Catchment Area)	Do.,	—	—	—	—	1,663 5 0	35
Sournabar,	Cavan,	23rd Mar., 1880,	965 2 19	7 6 0	123 15 2	44 18 3	3
Swilly Burn,	Donegal,	9th Oct., 1885,	1,694 2 19	8 2 1	485 5 8	113 6 5	35
		Carried forward,	190,621 2 85	—	36,548 19 2	14,851 4 3	—

* These charges have expired.

* Payable by occupier.

† Payable by proprietors.

26 & 27 Vict., c. 88, &c.

accordance with the Provisions of the above Acts.
thereof, for the Year ended 31st March, 1903.

Total Amount Advanced, including interest to date of Award.	Portion of Total Advances charged to Counties for Public Works, or refunded by Revenue Board.	Amount charged on Lands.	Receipts (Principal and Interest).			District.
			To 31st March, 1902.	For year ended 31st March, 1903.	Total to 31st March, 1903.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
127,816 12 5 12,290 0 0	9,377 10 3	127,520 2 2	128,687 3 5	9,863 4 11	138,350 8 5	
12,381 7 0	{ 515 0 0 +375 12 8	12,300 14 6	7,642 10 11	913 9 7	8,225 16 5	Grenagh.
4,517 11 4	-	4,517 11 6	6,182 7 9	-	6,182 7 9	Gally.
2,447 15 2	70 0 0	2,437 15 2	3,038 9 11	51 8 10	3,087 18 9	Gally, Upper.
5,356 12 0	{ 214 4 0 +399 0 0	4,849 8 0	4,146 1 6	222 0 4	4,378 1 10	Hogan's Pass.
22,498 5 6	{ 2,192 12 6 +2,750 0 0	26,553 12 0	23,939 4 10	2,362 11 6	26,953 16 5	Inny, Upper.
8,794 15 7	{ 215 0 0 +120 0 0	8,569 15 7	12,836 10 1	603 18 7	12,719 8 8	Island Lakes and Glens River.
8,587 4 6	260 0 0	8,597 4 6	11,927 4 11	126 12 0	11,885 17 11	Kildare.
1,882 6 8	-	1,883 6 8	597 16 6	85 6 8	603 8 4	Kilbird.
10,960 7 8	-	10,960 7 8	13,354 19 11	-	13,354 10 11	Kilmastulla.
5,217 12 10	36 15 4	5,183 17 6	5,919 8 3	241 5 11	6,153 14 9	Larwood.
23,914 2 0	203 0 0	23,734 2 0	18,906 13 7	583 9 4	19,797 7 11	Lerr River.
181,557 16 0	-	181,557 16 0	106,429 8 2	9,633 3 9	117,087 11 11	Lough Erne.
17,197 14 0	17,197 14 0	NIL	16,500 12 0	1,100 15 10	17,610 8 4	Do. Navigation.
16,186 4 0	-	16,186 4 0	19,467 3 9	535 9 10	20,002 16 7	Lough Oughter.
8,871 14 8	-	8,871 14 6	5,510 16 4	895 8 4	5,906 1 8	Milford.
7,425 0 0	250 0 0	7,175 0 0	5,245 14 6	345 12 8	5,595 14 2	Morning Star, Upper.
30,773 0 0	864 1 0	25,914 19 0	25,531 7 9	976 3 6	26,494 15 0	Malkin River.
8,663 6 7	{ 244 0 0 +70 19 7	8,048 6 0	5,114 3 4	203 18 10	6,230 4 9	Many River.
1,045 12 0	-	1,043 12 0	704 9 6	82 3 6	786 13 2	Do. Upper.
11,468 12 6	346 16 6	11,121 16 0	8,136 15 10	516 10 10	8,631 6 8	Owencree.
11,860 17 1	150 0 0	11,549 17 1	14,116 12 4	402 16 3	14,518 6 7	Parkstown.
9,700 18 8	+200 0 0	9,500 18 6	5,782 11 1	-	5,782 11 1	Quinagh.
77,907 6 9	3,165 0 0	76,429 6 9	62,945 19 7	3,913 10 8	66,159 10 3	Rathangan River.
9,668 6 3	-	9,648 6 0	5,764 8 7	-	5,784 8 7	Rathdowney.
3,971 2 9	-	3,971 2 9	5,590 1 6	-	5,590 1 6	Silver River.
20,288 16 11	424 1 6	19,964 15 6	20,784 2 7	-	20,784 2 7	Slambridge.
32,530 0 0	{ 1,645 11 10 +700 0 0	30,884 8 2	25,012 1 8	1,017 17 3	26,025 18 11	Stoerfeal Burn.
128,792 9 5	1,939 6 6	127,853 9 11	45,411 16 1	6,113 17 3	46,523 13 4	Stock River.
13,000 0 0	18,000 0 0	-	5,665 0 0	285 0 0	6,180 0 0	Do.
9,062 5 6	145 0 0	1,039 5 6	3,381 9 10	87 14 8	3,569 4 6	Swadlinton.
9,230 13 5	{ 637 18 9 +14 0 0	8,572 14 0	8,398 9 11	910 18 8	8,607 1 6	Swilly Burn.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
930,441 3 2 12,290 0 0	30,268 8 1	890,922 17 1	737,947 18 0	10,642 6 2	730,000 4 2	

* Refunded by Revenue Board, being portion of advances not expended
/ Issued out of the Church Fund.

(H 7.)—ARTERIAL DRAINAGE.

These Works are executed by District Boards.

SCHEDULE.—ABSTRACT OF FINAL AWARDS, AND RECEIPTS

District.	County.	Date when Awards made final.	Area of Flooded or Injured Land, which have been Dredged or Improved, Measure.	Cost per Acre to Proprietors of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Damages payable half yearly, to cover Cost, with Interest, after deducting Redundancy.
	Brought forward,	—	126,621 2 35	£ s. d.	£ s. d.	£ s. d.
Torset River, . . .	Tyrone, . . .	2nd April, 1875, .	453 1 16	11 7 1	38,542 19 2	14,831 4 9
Tory Hill, . . .	Limerick, . . .	2nd April, 1878, .	961 3 2	6 6 6	484 13 4	140 2 6
Tramore, . . .	Cork, . . .	9th Sept., 1890, .	523 0 17	6 2 9	243 18 4	22 14 8
Triague, . . .	Queen's, . . .	Not gone to award.	—	—	—	—
Ward River, . . .	Dublin and Meath, .	4th April, 1883, .	896 0 18	7 10 1	314 7 3	132 19 6
	Total charge against districts,		129,245 0 8	Average 7 0 11	37,872 18 11	15,207 8 10

a These charges have expired.

Office of Public Works, Dublin, 5th June, 1903.

25 & 27 Vic., c. 88, &c.

in accordance with the Provisions of the above Act.

Statement for the year ended 31st March, 1903.

Total amount advanced, including interest, to Date of Award.	Portion of Total Advances charged to Councils for Public Works, or retained by Surveyor General.	Amount charged on Land.	Receipts (Principal and Interest).			Districts
			To 31st March, 1902.	For year ended 31st March, 1903.	Total to 31st March, 1903.	
£ s. d. 150,041 5 2 / 3,350 0 0	£ s. d. 30,358 0 1	£ s. d. 260,622 17 1	£ s. d. 763,947 15 0	£ s. d. 33,642 6 2	£ s. d. 700,589 4 2	
8,582 1 6	187 10 0	5,144 11 6	7,517 2 3	-	7,517 2 3	Tower River.
6,116 13 8	-	6,110 13 8	7,498 18 1	226 0 0	7,499 18 1	Tory Hill.
3,003 18 0	70 0 0	1,965 13 8	1,300 8 0	105 8 10	1,805 19 1	Tramore.
3,690 0 0	-	-	-	-	-	Dingle.
6,845 17 9	196 19 0	6,948 18 9	5,315 4 1	239 11 4	5,774 15 8	Ward River
261,003 11 1 / 3,350 0 0						
263,643 11 1	30,359 10 1	290,730 18 0	780,273 19 0	33,363 6 0	813,576 17 0	

/ Issued out of Church Fund.

g Not yet under charge.

G. H. BRADSHAW, Accountant.

APPENDIX I

STATEMENT showing the PURPOSES for which ADVANCES of PUBLIC MONEY are made by the COMMISSIONERS of PUBLIC WORKS in IRELAND, with the RATES of INTEREST and PERIODS of REPAYMENT.

Purpose of Loan.	Authorising Acts.	Rate of Interest per cent. on 31st March, 1902.	Maximum Period of Repayment.
LOCAL LOANS FUND.			
<i>Loans secured on Local Estates.</i>			
1. County roads, bridges, and court-houses.	1 & 2 Wm. 4, c. 33, s. 23, amended by 33 & 35 Vict., c. 74, s. 1.		30 years.
2. Court-houses erected by the Board.	6 & 7 Wm. 4, c. 115, s. 70.		1 year from completion of works.
3. Bridges between counties.	1 & 2 Wm. 4, c. 33, amended by 4 & 5 Wm. 4, c. 61, 2 & 3 Vict., c. 30, and 30 & 31 Vict., c. 50.		30 years.
4. Public works generally, including commercial harbours, docks, canals, and bridges other than county bridges.	1 & 2 Wm. 4, c. 33, with local or special Acts.		25 years.
5. Fishery piers and harbours, construction of.	9 Vict., c. 3, and 29 and 30 Vict., c. 45.		25 years.
6. Loans to Trustees of Districts carried out under the Act 5 & 6 Vict., c. 59.	43 & 44 Vict., c. 14, s. 13.		12 years.
7. Repairs of fishery piers.	15 & 17 Vict., c. 136, sec. 11.		1 year from completion of works.
8. Maintenance of navigation works.	19 & 20 Vict., c. 62,		Ditto.
9. Emigration.	45 & 46 Vict., c. 47,		20 years.
10. Public Buildings— (a) Public Libraries,	40 & 41 Vict., c. 15 & c. 54.		25 years.
(b) Reformatories,	44 & 45 Vict., c. 29,	Not exceeding 30 years, 3½	35 years.
(c) Industrial Schools,	48 Vict., c. 19	35 " 3½	
11. Dispensary houses, erection of,	42 & 43 Vict., c. 25,		50 years.
12. *Lunatic asylums buildings, erection of, &c.	1 & 2 George 4, c. 33, s. 8 & 9 Vict., c. 107, 18 & 19 Vict., c. 109, 40 & 41 Vict., c. 27, 56 & 57 Vict., c. 63, and 61 & 62 Vict., c. 54.		50 years.
13. †Housing of the working classes.	53 & 54 Vict., c. 70,		50 years.
14. Sanitary improvements, Water supply, sewerage, &c.	Public Health Acts, 37 & 38 Vict., c. 9, s. 48, 41 & 42 Vict., c. 52, and 59 & 60 Vict., c. 54, s. 19.	Not exceeding 30 years, 3½ 40 " 3½ 50 " 3½	50 years.
15. Labourers' cottages, erection of, by rural district councils.	46 & 47 Vict., c. 60, 48 & 49 Vict., c. 77.		50 years.
16. *Workhouse Buildings,	61 & 62 Vict., c. 37, a. 61,		50 years.
17. Small Dwellings Acquisition,	62 & 63 Vict., c. 44.		30 years.

* In these cases the periods allowed vary from 12 to 50 years, according to the object of the loan.

† In the case of loans made to private borrowers under this Act, the period is limited to 40 years.

Purpose of Loan.	Authorising Acts.	Date of Interest per Cent.	Maximum Period of Repayment.
LOCAL LOANS FUND.			
Loans not secured on Local Rates			
1. Arterial drainage works, . . .	26 & 27 Vict., c. 88, 28 & 29 Vict., c. 52, 37 & 38 Vict., c. 32, 43 & 44 Vict., c. 27.	4 during progress of works, subsequently $\frac{3}{4}$.	35 years Compound sum (Principal with interest during pro- gress of works) repayable by annuity of £6 10s. per cent. for 22 years, or 25 per cent. for 35 years.
2. Maintenance of drainage works, . .	29 & 30 Vict., c. 49,	5	Various periods, not usually exceeding 12 years.
3. Railways and Tramways, Harbours, Docks, Canals, &c.	1 & 2 Wm. 4, c. 35, and Tramways Act, 1881.	4	25 years.
4. Reclamation of waste lands (see also Land Law Act, 1881).	1 & 2 Wm. 4, c. 33.	5	3 years from com- pletion of works.
5. Loans to Pier Authorities created by Shannon Act, 1885.	Shannon Act, 1885.	Not less than $\frac{3}{4}$	50 years.
6. Globe houses, erection of, and purchase of land, &c.	33 & 34 Vict., c. 112, 34 & 35 Vict., c. 100, and Expiring Laws Con- tinuance Acts.	$\frac{3}{4}$	35 years
7. Land improvement preliminary expenses.	19 Vict., c. 32, s. 15,	—	—
8. Land improvement:— Loans to landlords:— (a) For sub-soiling, trenching, irrigation, embanking, fencing, and reclamation of waste lands.	10 Vict., c. 32, . . .	(about) $\frac{3}{4}$	22 years.
(b) For farm buildings, houses, and offices, sonich mills, labourers' dwellings, and planting.	10 Vict., c. 32, . . . 29 & 30 Vict., c. 40, . . .	(about) $\frac{3}{4}$ $\frac{3}{4}$	22 " " . 35 " "
(c) For labourers' cottages erected by order of Land Commission.	10 Vict., c. 32, s. 7, and Land Law Act, 1881, s. 19.	(about) $\frac{3}{4}$	22 " "
9. National school teachers' residences, erection of.	38 & 39 Vict., c. 82,	$\frac{3}{4}$	35 years.
10.* Dispensary houses, erection of, . .	42 & 43 Vict., c. 36,	$\frac{3}{4}$	35 years.
11. Non-vested schools and training colleges, erection of.	47 & 48 Vict., c. 82,	$\frac{3}{4}$	35 years.
12. Land Law Act, 1881, . . . (a) Loans to tenants for improve- ment of their holdings. (b) Loans to Companies for reclama- tion of waste lands, &c.	44 & 45 Vict., c. 40, s. 31.	(about) $\frac{3}{4}$ $\frac{3}{4}$ $\frac{3}{4}$ 4 $\frac{4}{3}$ $\frac{4}{3}$	22 years. 20 " " 30 " " 40 " " 50 " " 30 years. 40 "
13.* Housing of the working classes, . .	53 & 54 Vict., c. 70,	$\frac{3}{4}$ $\frac{3}{4}$	30 years.
IRISH CHURCH FUND.			
For erection of fishery piers and bar- bours.	46 & 47 Vict., c. 26, . .	$\frac{3}{4}$	25 years.
SEA AND COAST FISHERIES FUND.			
To enable fishermen to purchase and repair boats, to supply fishing gear, etc.	47 & 48 Vict., c. 21, 54 & 55 Vict., c. 45.	$\frac{3}{4}$	10 years.

*In cases where not secured on rates.

APPENDIX

TRAMWAYS AND PUBLIC COMPANIES (Part 1)

NAME	County	Length in Miles	Order in Council.			Area charged.			Proportion of authorized amount charged thereon.	General Capital paid up.	Machinery and other expenses incurred in connection with the construction of the works.
			Date	Cham- ber of Com- merce authorised	Rate of In- ter- est per Cent.	Designation	Value thereon	10.			
L.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.	S.
1. Clwyd Valley.	Tyrone,	37	2nd May, 1894.	£22,000	5	Bodies of Lower Bannowen and Glenbarra except portions of Bannowen, Bannowen Division of Glenbarra, and Townland of Glentown Bannowen.	75,000	£	1	—	£
	Fermanagh,					Parts of Bananowen of Bannowen-Bannowen and Tyrone.	25,000	£	—	—	40 May 1st 1894, £10, 100.
2. Derryveagh, Letterkenny.	Cavan, Cumberlidge No. 3.	43	20th July, 1894.	£22,000	5	Parts of Bananowen of Bannowen-Letterkenny and Tullyhogue.	31,559	£	25	£2,000	50 May 1st, 1894, 100.
	Leitrim, Cumberlidge No. 2.					Parts of Bananowen of Cumberlidge, Letterkenny, and Miskish.	68,371	£	25	100,000	2,000 May 1st, 1894, 100.
3. West Clare.	Clare,	27	29th May, 1894.	£21,000	5	County airings, Bananae of Corcomroe, Bunbeg, Inishmaan, and Inisfallin.	224,120	£	25	100,000	£2,000 Oct. 1st, 1894, 100.
4. Carrickfergus, Har- bour District, and Machinistown - and Ferney.	Antrim, Co. Antrim,	1	8th Feb., 1894.	£,000	5	County of the Town of Carrickfergus, District of Carrickfergus and Machinistown, part of Ferney, and Ferney.	£1,755	£	100	—	—
		12	21st Feb., 1894.	£0,000	5		£1,327	£	100	—	£100 April 1st, 1894.

Act. 1883, 45 & 47 V.D.C., CAP. 43.

First Half of Year.				Second Half of Year.						Annual Results.							
Year	Receipts	Balances.		Treasury Overhead paid.	Receipts	Expenditure.		Treasury Overhead paid.	Receipts	Balances.		Treasury Overhead paid.	Receipts	Expenditure.			
		Received Year	Credit. Debit.			Received Year	Credit. Debit.			Received Year	Credit. Debit.			Credit. Debit.	Treasury Overhead paid.		
YR.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	
1887	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
1888	2,110	3,694	—	398	3,133	3,803	3,603	39	—	3,033	3,506	3,603	—	226	2,236	2,236	
1889	2,240	3,695	—	398	3,258	3,803	3,605	8	—	3,038	3,615	3,603	—	183	2,238	2,238	
1890	2,150	3,179	—	391	3,256	3,800	3,600	—	39	3,036	3,613	3,600	—	719	2,235	2,235	
1891	2,030	3,218	—	386	3,281	3,800	3,628	261	—	3,036	3,626	3,616	—	45	2,235	2,235	
1892	2,043	3,048	—	386	3,281	3,809	3,631	261	—	3,036	3,632	3,626	—	45	2,235	2,235	
1893	2,023	3,183	—	389	3,278	3,814	3,634	260	—	3,036	3,641	3,638	—	451	2,236	2,236	
1894	2,025	3,294	—	391	3,274	3,816	3,636	260	—	3,036	3,648	3,773	—	221	2,236	2,236	
1895	2,080	3,235	—	384	3,278	3,819	3,638	269	—	3,036	3,653	3,834	—	294	2,236	2,236	
1896	2,074	3,238	—	385	3,278	3,819	3,638	269	—	3,036	3,658	3,839	—	297	2,236	2,236	
1897	2,050	3,694	—	385	3,278	3,820	3,639	269	—	3,036	3,661	3,841	—	297	2,236	2,236	
1898	2,040	3,633	—	45	3,268	3,820	3,631	266	—	3,036	3,665	3,845	—	306	2,237	2,237	
1899	2,029	3,712	—	479	3,255	4,645	3,686	406	—	3,036	3,722	3,741	31	—	2,236	2,236	
1900	2,010	3,968	—	7	3,223	4,692	4,035	47	—	3,036	3,755	3,835	36	—	2,236	2,236	
1901	2,046	4,201	—	389	3,223	4,615	4,296	397	—	3,036	3,765	3,862	—	68	2,236	2,236	
1902	2,039	4,258	—	370	3,255	4,658	4,299	619	—	3,036	3,778	3,881	—	127	2,235	2,235	
1903	—	—	—	—	—	—	—	—	—	—	49	—	—	—	—	49	
1904	2,036	2,816	—	385	3,125	3,980	3,779	269	—	3,036	3,695	4,017	31	—	2,235	2,235	
1905	2,006	2,766	—	385	3,125	3,985	3,783	—	169	3,036	3,770	3,867	—	793	2,234	2,234	
1906	2,054	4,105	—	413	3,199	4,224	4,279	—	62	3,036	3,818	3,825	—	800	2,236	2,236	
1907	2,052	6,037	—	58	3,081	3,984	4,138	—	385	3,036	3,720	3,816	—	422	2,236	2,236	
1908	2,042	4,130	—	685	3,056	3,979	4,271	—	296	3,036	3,736	3,827	—	633	2,236	2,236	
1909	2,032	4,129	—	57	3,000	4,238	4,037	352	—	3,036	3,735	3,826	—	4,000	2,236	2,236	
1910	2,039	4,188	387	—	3,036	4,262	4,035	324	—	3,036	3,738	3,828	385	—	2,236	2,236	
1911	2,070	4,158	—	1,025	3,036	4,270	4,034	493	—	3,036	3,745	3,839	329	—	2,236	2,236	
1912	2,036	4,258	518	—	3,036	4,658	4,341	718	—	3,036	3,825	3,849	1,236	—	2,236	2,236	
1913	2,045	4,237	485	—	3,036	4,681	4,365	718	—	3,036	3,826	3,850	864	—	2,236	2,236	
1914	2,020	4,229	—	389	3,036	4,791	4,318	678	—	3,036	3,836	3,860	301	—	2,236	2,236	
1915	2,011	4,382	106	—	3,036	4,791	4,322	189	—	3,036	3,848	3,864	647	—	2,236	2,236	
1916	2,033	4,385	97	—	3,025	5,119	4,694	691	—	3,036	3,852	3,870	1,000	—	2,236	2,236	
1917	2,039	4,337	895	77	3,710	4,670	4,674	691	—	3,036	3,840	3,866	1,236	—	2,236	2,236	
1918	2,032	4,358	913	—	3,735	4,641	4,651	691	—	3,714	3,834	3,848	—	—	—	—	
1919	2,035	4,254	259	—	3,735	—	—	—	—	—	—	—	—	—	—	—	
1920	—	—	—	—	—	3,036	1,582	1,161	—	582	3,036	3,693	1,231	—	108	—	—
1921	2,033	3,937	—	219	3,036	4,335	3,265	1,556	—	382	3,036	3,726	1,189	1,236	—	2,236	2,236
1922	2,037	3,739	—	285	3,036	4,336	3,266	2,026	—	724	3,036	3,727	1,189	1,236	—	2,236	2,236
1923	2,037	3,713	—	285	3,036	4,371	3,271	2,026	—	724	3,036	3,735	1,189	1,236	—	2,236	2,236
1924	2,035	3,923	—	385	3,036	4,332	3,266	2,026	—	1,000	3,036	3,742	1,186	—	2,236	2,236	
1925	2,037	3,716	—	385	3,036	4,374	3,274	2,026	—	1,034	3,036	3,743	1,187	—	2,236	2,236	
1926	2,036	4,239	48	—	3,036	4,333	4,144	1,559	—	1,036	3,036	3,746	1,172	—	2,236	2,236	
1927	2,034	3,714	42	—	3,036	4,337	4,239	4,226	911	3,036	3,749	1,170	—	2,236	2,236		
1928	2,035	3,735	62	—	3,036	4,334	4,236	4,226	911	3,036	3,750	1,170	—	2,236	2,236		
1929	2,036	3,736	386	—	3,036	4,371	4,237	4,266	912	3,036	3,751	1,170	—	2,236	2,236		
1930	2,037	3,719	—	388	3,036	4,334	4,237	4,267	912	3,036	3,752	1,170	—	2,236	2,236		
1931	2,036	4,035	6	—	3,036	4,332	4,262	4,216	—	3,036	3,753	1,170	—	2,236	2,236		
1932	2,037	4,024	—	424	3,036	4,331	4,263	4,277	—	3,036	3,754	1,170	—	2,236	2,236		
1933	2,038	4,048	—	67	3,036	4,333	4,278	4,279	486	3,036	3,755	1,170	—	2,236	2,236		
1934	2,037	3,882	—	1,233	3,036	4,334	4,274	4,278	486	3,036	3,756	1,170	—	2,236	2,236		
1935	2,035	3,849	—	633	3,036	4,335	4,274	4,278	486	3,036	3,757	1,170	—	2,236	2,236		
1936	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,758	1,170	—	2,236	2,236		
1937	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1938	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1939	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1940	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1941	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1942	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1943	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1944	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1945	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1946	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1947	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1948	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1949	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1950	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1951	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1952	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1953	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1954	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1955	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1956	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1957	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1958	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1959	4,062	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1960	4,061	3,849	—	—	3,036	4,335	4,274	4,278	486	3,036	3,759	1,170	—	2,236	2,236		
1961	4,062	3,849	—	—													

TRANSPORT AND PUBLIC COMPANIES (Ireland)

Line.	County.	Length in Miles.	Order in Council.			Area charged.			Proportion of individually assessed capital charged thereon.	Gross value of gross receipts paid up	Maximum allowable charge per ton for which Treasurer is responsible on D.A.R.	Total area assessed in square miles and rate per ton for which Treasurer is responsible on D.A.R.
			Date	Geographical area original authorised.	Date of inter- vening order.	Designation.	Volum- e.	No.				
3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
4. Wicklowmen and Fermoymen.	—	—	—	—	—	—	—	—	—	—	—	—
5. School & Railways (West Cork).	Cork.	36	10th March, 1902.	£7,000	1	H. & W. D., West Cork.	10,000	1	£7,000	£1,000	£10	100 sq. miles. £10 per ton.
7. West Donegal.	Donegal.	8	22d Jan., 1902.	£5,000	2	Portuguese or Spanish and French.	20,000	Full REVENUE	£5,000	500	10	100 sq. miles. £10 per ton.
8. Cork, Desmond, and Munster (Cork and Munster).	Cork.	23	10th March, 1902.	£9,000	3	Type of Railways of Barony, Cork, and West Munster.	34,000	Full REVENUE	£9,000	1,000	100 sq. miles. £10 per ton.	100 sq. miles. £10 per ton.

J—continued.

JULY 1883, 46 & 47 VIC., CAP. 43.

Year.	First Half of Year.						Second Half of Year.						Annual Results					
	Receipts	Expenditure		Salaries		Treasury Overdraft less paid	Receipts	Expenditure		Balances		Treasury Overdraft less paid	Receipts	Expenditure		Balances		Treasury Overdraft less paid
		Cr.	Dr.	M.	W.			Cr.	Dr.	M.	W.			Cr.	Dr.	M.	W.	
1883	2	8	2	2	2	2	3	8	2	2	2	2	2	2	2	2	2	2
1883	1,700	1,000	220	—	450	1,110	1,800	420	—	420	1,200	1,540	600	—	1,130	1,130	1,130	1,130
1883	1,800	1,007	320	—	480	1,210	1,720	437	—	437	1,400	1,895	720	—	1,130	1,130	1,130	1,130
1883	1,800	1,008	370	—	500	1,410	1,920	438	—	438	1,600	2,000	500	—	1,130	1,130	1,130	1,130
1883	1,804	1,010	300	—	500	1,500	1,942	398	—	398	1,600	2,094	400	—	1,130	1,130	1,130	1,130
1883	1,806	1,000	180	—	500	1,700	1,942	398	—	398	1,800	2,017	150	—	900	900	900	900
						Treasury Overdraft less paid	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	
1883	—	—	—	—	—	450	1,140	—	800	260	400	1,140	—	600	500	500	500	500
1883	212	989	—	400	900	101	440	—	845	301	313	1,280	—	1,045	989	989	989	989
1883	730	1,170	—	400	890	897	1,186	—	277	270	1,010	1,520	—	717	1,130	1,130	1,130	1,130
1883	984	1,080	—	400	900	946	1,080	—	226	270	1,300	1,504	—	1,080	1,080	1,080	1,080	1,080
1883	1,079	—	404	210	210	1,224	1,170	—	656	470	2,130	3,124	—	1,260	1,260	1,260	1,260	1,260
1883	989	1,081	—	405	400	1,147	2,024	—	977	499	2,120	3,404	—	1,080	1,080	1,080	1,080	1,080
1883	913	1,020	—	406	400	1,207	1,270	—	223	570	2,000	3,134	—	1,080	1,080	1,080	1,080	1,080
1883	905	1,034	—	1,065	470	1,360	1,693	—	420	570	1,020	2,724	—	1,080	1,080	1,080	1,080	1,080
1883	972	1,270	—	515	515	1,200	1,000	—	320	570	2,000	2,340	—	1,260	1,260	1,260	1,260	1,260
1883	1,029	1,076	—	210	470	1,200	1,000	—	420	570	2,020	2,300	—	990	1,140	1,140	1,140	1,140
1883	1,041	1,084	—	212	510	1,200	1,274	—	479	570	2,000	3,386	—	1,020	1,140	1,140	1,140	1,140
1883	1,046	1,088	—	486	510	1,200	1,346	—	523	570	2,020	3,377	—	1,080	1,080	1,080	1,080	1,080
1883	1,044	1,019	—	705	470	1,200	1,316	—	1,037	570	2,070	4,076	—	1,080	1,080	1,080	1,080	1,080
1883	1,084	1,080	—	1,137	470	1,200	1,670	—	734	570	2,000	4,274	—	1,080	1,080	1,080	1,080	1,080
1883	1,056	1,152	—	400	820	1,200	1,870	—	845	270	2,050	3,270	—	977	1,140	1,140	1,140	1,140
1883	1,056	1,153	—	402	470	1,200	1,870	—	838	270	2,040	3,263	—	1,080	1,080	1,080	1,080	1,080
1883	1,173	1,076	—	108	370	—	—	—	—	—	—	—	—	—	—	—	—	—
						Treasury Overdraft less paid	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit
1883	—	—	—	—	—	30	2	2	—	17	50	2	40	—	12	12	12	12
1883	890	48	187	—	118	390	38	182	—	155	520	38	386	—	288	288	288	288
1883	990	15	197	—	170	390	32	182	—	147	520	324	385	—	288	288	288	288
1883	500	62	198	—	157	390	32	182	—	133	520	324	385	—	288	288	288	288
1883	226	56	198	—	120	390	32	182	—	137	520	324	385	—	288	288	288	288
1883	200	44	198	—	120	390	32	182	—	133	520	324	385	—	288	288	288	288
1883	200	44	198	—	120	390	32	184	—	139	520	324	385	—	288	288	288	288
1883	220	38	194	—	146	390	32	182	—	138	520	324	385	—	288	288	288	288
1883	200	37	193	—	133	390	32	182	—	146	520	324	385	—	288	288	288	288
1883	300	180	300	—	163	—	—	—	—	—	—	—	—	—	—	—	—	—
						Treasury Overdraft less paid	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit	Debit
1883	2,000	1,000	750	—	864	1,000	3,770	180	—	624	6,200	4,736	1,600	—	992	992	992	992
1883	1,800	1,000	750	—	465	4,070	3,020	180	—	565	5,445	4,610	1,600	—	1,080	1,080	1,080	1,080
1883	3,001	1,000	825	—	227	4,204	3,520	181	—	495	5,304	4,597	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	1,000	1,000	—	413	4,000	3,300	1,020	—	360	5,004	4,200	1,600	—	992	992	992	992
1883	4,000	1,000	800	—	575	4,000	3,100	1,020	—	341	5,005	4,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	1,000	—	575	4,000	3,000	180	—	421	5,007	3,278	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	395	5,004	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	365	5,003	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	345	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	319	5,003	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	289	5,002	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	260	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	224	5,002	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	195	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	166	5,002	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	137	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	108	5,002	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	79	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	50	5,002	3,180	1,600	—	1,080	1,080	1,080	1,080
1883	4,000	800	800	—	575	4,000	3,000	180	—	21	5,002	3,180	1,600	—	992	992	992	992
1883	4,000	800	800	—	575	4,000	3,000	180	—	—	—	—	—	—	—	—	—	—

APPENDIX

TRAMWAYS AND PUBLIC COMPANIES (IRELAND)

NAME.	County,	Length in Miles.	Order in Council			Area charged.		Proportion of authorized premises capital shares issued.	Gross amount paid up.	Maximum Annual Contribution to be made by Tramway as per No. 10.	Contributions paid up to date and outstanding as per No. 10.
			Date.	Quarters Capital authorized.	Date of return per Cap.	Distribution.	Taxes.				
I. Dublin & Dún Laoghaire.	Dublin.	10	2nd July, 1898.	1st Jan.	6	Portion of Borough of Dún Laoghaire, Dún Laoghaire and Sandymount.	46,000	½		2	2
	Wicklow.				6	Portion of Lower Talbot's Town.	34,000	½		800	Dep. D. 10. and 10. 100.
II. Galway and County Galway.	Galway.	8	1st Feb., 1898, 2nd March, 1898.	31st Dec.	8	Portion of Donegal and Tyrone, and part of Co. D. G. County.	44,200	Full amount.	31,000	700	Dep. D. 10. and 10. 100.
III. Longford and Athlone.	Galway.	8	20th July, 1898.	1st May		Portion of Boroughs of Longford, Athlone, Longford, Longford, and Tuam.	41,300	Full amount.	34,400	1,000	10 April 1900. 100.
IV. Tralee and Dingle.	Kerry.	29	2nd Dec., 1898.	31st Dec.	4	Boroughs of Cork- County, Clydevar, - Trighmedhain, - Tralee, Urban, and Military District.	31,310 10,000 10,000 10,700	10 100 100 100	120,000	1,400	May 100. 100. 100.

J.-continued.

Act, 1883, 46 & 47 Vict., cap. 43.

First Half of Year.										Second Half of Year.										Annual Results.									
Date	Exchequer Receipts for year	Exchequer Expenditure for year		Balances Carried forward from previous year paid		Receipts	Exchequer Expenditure for year		Balances Carried forward from previous year paid		Receipts	Exchequer Expenditure for year		Balances Carried forward from previous year paid		Receipts	Exchequer Expenditure for year		Balances Carried forward from previous year paid										
		Credit.	Debit.	Credit.	Debit.		Credit.	Debit.	Credit.	Debit.		Credit.	Debit.	Credit.	Debit.		Credit.	Debit.	Credit.	Debit.									
12	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29										
1	4	2	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6										
188	-	-	-	-	-	1,779	1,660	10	-	200	1,779	1,630	110	-	-	200	-	-	200										
189	2,003	2,003	-	48	48	600	2,003	2,003	324	-	600	4,079	4,200	203	-	-	600	-	-	600									
190	2,208	2,208	190	-	-	600	2,185	2,200	324	-	200	5,122	4,200	700	-	-	500	-	-	500									
191	2,004	2,004	74	-	-	600	2,076	2,076	300	-	200	4,074	4,522	501	-	-	177	-	-	177									
192	2,559	2,559	184	-	-	600	2,338	2,327	328	-	100	8,233	4,471	112	-	-	500	-	-	500									
193	2,010	2,010	305	-	-	616	3,012	2,987	449	-	100	8,349	4,711	329	-	-	500	-	-	500									
194	2,610	2,610	90	-	-	400	2,105	2,033	129	-	100	6,001	5,333	750	-	-	500	-	-	500									
195	2,610	2,445	447	-	-	977	2,723	2,702	1,000	-	-	6,002	5,122	1,447	-	-	500	-	-	500									
196	2,400	2,771	480	-	-	200	2,131	2,000	503	-	100	6,001	4,711	104	-	-	500	-	-	500									
197	2,779	2,611	168	-	-	400	2,173	2,021	596	-	100	6,295	4,320	1,054	-	-	500	-	-	500									
198	2,777	2,611	200	-	-	473	2,426	2,300	726	-	100	6,286	4,311	559	-	-	500	-	-	500									
199	2,779	2,495	128	-	-	100	2,011	2,020	772	-	100	6,001	5,322	566	-	-	500	-	-	500									
200	2,558	2,558	119	-	-	100	2,005	1,779	424	-	100	6,001	4,954	543	-	-	500	-	-	500									
201	2,669	2,384	-	382	382	100	2,000	2,022	597	-	100	6,002	5,388	408	-	-	500	-	-	500									
202	2,387	2,791	382	-	-	387	2,756	2,006	389	-	100	6,002	5,697	1,961	-	-	500	-	-	500									
203	-	-	-	-	-	9	25	-	15	15	16	0	32	-	-	16	14	-	14										
204	486	1,827	-	1,811	216	584	1,109	-	615	589	1,040	578	-	-	1,040	-	-	1,040	-	-									
205	477	1,738	-	711	340	602	1,091	-	615	589	1,109	549	-	-	1,109	-	-	1,109	-	-									
206	618	1,619	-	614	550	561	1,033	-	611	589	1,049	1,044	-	-	1,049	-	-	1,049	-	-									
207	600	1,550	-	1,422	380	512	948	-	1,020	589	1,045	1,045	-	-	1,045	-	-	1,045	-	-									
208	601	2,000	-	1,433	360	532	1,708	-	933	589	1,055	1,589	-	-	1,589	-	-	1,589	-	-									
209	616	1,744	-	1,216	360	530	1,493	-	718	589	1,120	1,120	-	-	1,120	-	-	1,120	-	-									
210	615	1,245	-	658	380	518	1,003	-	258	589	1,039	1,039	-	-	1,039	-	-	1,039	-	-									
211	498	862	-	386	389	521	1,377	-	870	589	1,229	1,373	-	-	1,373	-	-	1,373	-	-									
212	602	1,188	-	670	389	590	1,374	-	648	589	1,226	1,269	-	-	1,269	-	-	1,269	-	-									
213	499	1,199	1	726	238	314	1,150	-	860	589	1,138	1,288	-	-	1,288	-	-	1,288	100	-									
214	590	1,028	-	612	386	506	766	587	-	259	589	1,056	1,056	-	-	1,056	-	-	1,056	-	-								
215	589	1,271	1	983	895	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
216	591	571	476	-	-	213	1,118	722	645	-	416	2,000	1,253	98	-	-	500	-	-	500	-	-	500	-	-	500			
217	1,249	698	381	-	-	477	1,108	779	608	-	416	2,038	1,056	87	-	-	500	-	-	500	-	-	500	-	-	500			
218	1,249	726	618	-	-	479	1,254	588	603	-	416	2,044	1,011	93	-	-	500	-	-	500	-	-	500	-	-	500			
219	1,244	698	697	-	-	477	1,108	650	598	-	416	2,073	1,059	996	-	-	500	-	-	500	-	-	500	-	-	500			
220	1,231	698	585	-	-	435	1,209	797	622	-	416	2,059	1,013	964	-	-	500	-	-	500	-	-	500	-	-	500			
221	1,235	723	614	-	-	496	1,286	519	477	-	416	2,043	1,077	901	-	-	500	-	-	500	-	-	500	-	-	500			
222	1,235	547	695	-	-	479	1,118	558	455	-	416	2,080	1,377	559	-	-	500	-	-	500	-	-	500	-	-	500			
223	1,239	806	477	-	-	471	1,271	622	455	-	416	2,046	1,225	999	-	-	500	-	-	500	-	-	500	-	-	500			
224	1,235	715	477	-	-	471	1,208	643	478	-	416	2,080	1,187	998	-	-	500	-	-	500	-	-	500	-	-	500			
225	1,235	785	473	-	-	471	1,287	598	481	-	416	2,057	1,259	994	-	-	500	-	-	500	-	-	500	-	-	500			
226	1,234	788	488	-	-	455	1,285	598	484	-	416	2,042	1,207	993	-	-	500	-	-	500	-	-	500	-	-	500			
227	1,238	778	473	-	-	471	1,262	529	454	-	416	2,046	1,261	997	-	-	500	-	-	500	-	-	500	-	-	500			
228	1,238	2,148	-	104	400	3,055	2,004	-	955	1,248	4,251	3,884	-	-	3,884	-	-	3,884	-	-	3,884	-	-	3,884	-	-	3,884		
229	1,263	5,963	-	1,998	1,200	5,079	5,207	-	1,200	1,263	4,259	4,259	-	-	4,259	-	-	4,259	-	-	4,259	-	-	4,259	-	-	4,259		
230	1,274	4,709	-	3,244	1,200	5,252	6,205	-	6,205	1,274	4,240	4,240	-	-	4,240	-	-	4,240	-	-	4,240	-	-	4,240	-	-	4,240		
231	2,051	5,523	-	2,268	1,200	5,004	4,050	-	5,009	1,274	4,279	4,279	-	-	4,279	-	-	4,279	-	-	4,279	-	-	4,279	-	-	4,279		
232	1,098	4,225	-	5,200	1,200	3,849	4,077	-	4,069	1,263	4,206	4,206	-	-	4,206	-	-	4,206	-	-	4,206	-	-	4,206	-	-	4,206		
233	1,052	4,002	-	1,203	1,200	3,877	4,075	-	4,079	1,263	4,190	4,190	-	-	4,190	-	-	4,190	-	-	4,190	-	-	4,190	-	-	4,190		
234	1,264	5,001	-	528	1,200	3,000	4,971	-	4,974	1,263	4,206	4,206	-	-	4,206	-	-	4,206	-	-	4,206	-	-	4,206	-	-	4,206		
235	1,053	6,748	-	1,202	1,200	5,247	5,022	-	5,135	1,274	4,244	4,244	-	-	4,244	-	-	4,244	-	-	4,244	-	-	4,244	-	-	4,244		

Treasury balances increased.

£ 10,000 remaining to be paid to Dr. St. Lucia.

APPENDIX

TRANWAYS AND PUBLIC COMPANIES (IRELAND)

Ref.	County	Galtee Canal			Antrim Canal			Proportion of undivided property held by each Company	Compa- ny's paid-up Capital	Maximum Annual Dividend per share when Treasury shares on hand	Number of shares in circula- tion	
		Length miles	Date	Original Total Capital available for construction	Rate of 20% per annum	Description	Value in £					
b	c	d	e	f	g	h	i	j	k	l	m	
13. Ballincote Canalisation	Mayo. -	12	1st May, 1890	31,000	8	Burier of Mayo, and part of Co. Gal-	5,000	Ful- amount.	11,000	1,000	1	1
14. North Canal	Clare. -	26	1st May, 1890	124,000	4	County of Clare, District of Burren, Moyarta, - - - Part of Glanmire,	31,000	12	10,000	1,420	142	Out, 1901, 1911 Augt, 1901
15. Thom and Carronka	Galway and Laois.	17	28th Nov., 1890	60,000	4	County of Mayo,	15,000	Ful- amount.	10,000	1,000	100	Out, 1901, 1911 Augt, 1901
16. Dromorees Ex- tentation	Cork. -	8	1st August 1891.	36,000	6	Port of Cork Barry, Barry, and Dromorees Port of Cork Barry and Barry.	10,000	8 12	8,000	800	800	Augt, 1901, 1902
17. West Donegal (Kil- lybegs)	Donegal. -	19	2nd Oct., 1890	1,000	5	River of Lough,	2,000	Ful- amount.	1,000	20	900	May 1901, Sept. 1902

COMMISSIONERS OF PUBLIC WORKS, IRELAND.

97

1862-1863.

continued.

AN 1863, 46 & 47 VIC., CAP. 43.

Year or quarter	First Half of Year.					Second Half of Year.					Annual Results.				
	Expenditure	Balances.			Treasury Committee paid	Receipts	Balances.			Treasury Committee paid	Expenditure	Balances.			Treasury Committee paid
		General	Debt	Res.			10	11	12			16	17	18	
1	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1862	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
1863	394	98	315	—	301	449	136	336	—	716	1,900	1,095	311	—	1,095
1864	324	98	323	—	316	1,233	701	480	—	68	1,229	1,089	307	—	1,089
1865	1,247	149	89	—	412	1,214	703	644	—	62	1,054	1,043	—	—	1,043
1866	1,055	703	337	—	412	1,238	703	644	—	62	1,054	1,051	—	—	1,051
1867	1,295	89	559	—	412	1,238	703	644	—	62	1,054	1,056	—	—	1,056
1868	1,422	64	554	—	614	1,027	809	658	—	62	1,279	1,057	1,039	—	1,039
1869	1,255	396	457	—	597	1,294	906	525	—	62	2,011	1,074	1,040	—	1,040
1870	2,205	399	695	—	987	1,496	929	597	—	62	2,112	1,027	1,055	—	1,055
1871	1,272	940	109	—	613	1,269	911	597	—	62	2,290	1,023	1,140	—	1,140
1872	1,285	928	565	—	615	—	—	—	—	—	—	—	—	—	—
1873	1,083	1,287	—	714	719	3,125	1,029	187	—	997	4,209	4,754	—	87	4,754
1874	1,778	2,059	—	320	1,865	3,037	3,039	331	—	1,056	6,409	6,934	—	455	6,934
1875	1,046	2,658	—	95	1,268	3,834	1,051	941	—	1,029	6,944	6,795	45	—	6,795
1876	2,080	2,749	—	73	1,288	4,094	5,029	405	—	995	6,254	6,411	335	—	6,411
1877	1,070	2,765	—	96	1,264	3,874	3,800	293	—	1,040	6,403	6,026	471	—	6,026
1878	2,286	2,286	—	62	1,289	4,098	5,049	334	—	1,029	6,201	7,148	—	778	7,148
1879	2,256	2,257	—	1,001	1,288	4,259	4,114	234	—	1,029	6,624	7,004	—	1,007	7,004
1880	2,287	2,668	—	1,239	1,500	4,401	6,027	34	—	1,029	6,626	6,823	—	1,178	6,823
1881	1,624	3,266	—	1,238	1,500	4,428	6,015	—	397	1,029	7,029	7,414	—	1,253	7,414
1882	1,638	3,494	—	975	1,286	—	—	—	—	—	—	—	—	—	—
1883	—	—	—	—	—	1,258	1,059	186	—	470	*1,225	1,038	158	—	477
1884	455	457	—	—	557	1,258	189	1,036	—	470	*2,002	722	1,223	—	1,044
1885	1,255	291	1,025	—	484	1,289	159	1,010	—	470	*2,027	692	1,241	—	995
1886	1,258	298	1,026	—	449	1,259	125	1,006	—	470	*2,007	691	1,244	—	997
1887	1,258	303	985	—	500	1,222	159	158	—	470	*2,028	1,236	1,231	—	1,236
1888	1,257	363	1,021	—	470	4,560	1,029	85	—	995	*2,019	1,018	1,020	—	1,020
1889	1,265	359	1,040	—	427	1,226	125	1,046	—	470	*2,026	697	1,021	—	994
1890	1,252	358	1,024	—	470	—	—	—	—	—	—	—	—	—	—
1891	907	125	95	—	70	429	335	—	104	222	654	784	—	109	784
1892	957	626	—	112	265	370	655	—	46	226	1,027	1,046	—	109	1,046
1893	941	625	—	125	319	376	711	—	368	300	1,027	1,423	—	354	1,423
1894	626	623	—	101	352	314	659	—	86	300	1,043	1,026	—	103	1,026
1895	624	321	—	102	359	641	658	—	101	300	1,236	1,404	—	359	1,404
1896	627	627	—	62	362	424	749	—	111	300	2,222	1,238	—	377	1,238
1897	626	758	—	107	260	601	628	—	546	300	1,238	1,581	—	373	1,581
1898	620	310	—	106	260	622	618	—	104	300	2,218	1,235	—	356	1,235
1899	625	626	—	109	260	611	639	—	104	300	2,207	1,233	—	358	1,233
1900	626	712	—	145	300	—	—	—	—	—	—	—	—	—	—
1901	—	—	—	—	—	128	710	—	2	6	1,778	1715	—	2	1715
1902	1,259	—	12	10	2,126	1,043	627	—	—	—	15,420	15,088	102	—	15,088
1903	1,251	—	303	10	1,251	1,029	736	—	—	—	15,420	15,063	—	120	15,063
1904	1,253	1,254	—	503	1,252	1,026	846	—	—	10	15,229	15,024	—	35	15,024
1905	1,254	1,255	—	503	1,254	1,026	846	—	—	10	8,273	8,088	—	83	8,088
1906	1,255	1,257	—	503	1,257	1,027	846	—	—	10	8,245	8,088	—	83	8,088
1907	1,256	1,259	—	503	1,256	1,026	844	—	—	10	8,229	8,084	—	83	8,084
1908	1,257	1,260	—	503	1,257	1,026	844	—	—	10	8,204	8,084	—	83	8,084
1909	1,258	1,261	—	503	1,258	1,026	844	—	—	10	8,186	8,084	—	83	8,084
1910	1,259	1,262	—	503	1,259	1,026	844	—	—	10	8,167	8,084	—	83	8,084

* Minimum amounts guaranteed by the working committee.

† Amounts calculated by arbitration.

TRAMWAYS AND PUBLIC COMPANIES (1895)

LINE.	District	Length in Miles	Order to Councils			Accrued charges		Preparation of estimated presented actual charged Charges	General Sum Capital paid up	Statement of Accrued Charges from the Examination of the Estimates and Actual Charges paid up to the date of the Examination	Sum Accrued Charges from the Examination of the Estimates and Actual Charges paid up to the date of the Examination
			Date	Estimated Capital amounted	Rate of Interest per Cent.	Description	Value- less				
L	N.	S.	L.	S.	S.	S.	S.	S.	S.	S.	S.
16. Killarney and Headford	Kerry.	39	17th Feb., 1891.	60,000	4	Part of Glensweeth, South Dingle, and Maghera.	5,384	Paid account.	60,000	1,200	17th Feb., 1891. April, 1891.
18. West Kerry (Killarney and Valentia)	Kerry.	36	17th Feb., 1891.	70,000	4	Brough and part of South Dingle.	50,308	10 10 1 10	70,000	1,600	17th Feb., 1891. April, 1891.
22. Collooney and Buncrana	Sligo.	38	10th Nov., 1890.	80,000	4	Barony of Collooney, Inishowen, Donegal, and parts of Donegal on Sligo.	104,549	Paid account.	80,000	1,000	10 April, 1891.
24. Glensweeth & Buncrana	Donegal.	16	10th Nov., 1890.	40,000	4	Barony of Glensweeth and parts of Barony of Omagh and Glensweeth.	6,082				
25. Glensweeth to Buncrana (From Valley).	Donegal.	4	10th Sept., 1891.	1,000	5	Part of Barony of Buncrana and Buncrana North.	21,361	Paid account.	1,000	50	10 May, 1891. June, 1891.

* In those cases Our commercial arm does not make good the deficit on service revenues.

†—continued.

1983 AM & AG Vol. CAP. 48.

[†] Compounded annual rate to 30 September 2000 based on average of £100 per annum.

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John of Brit-
ain,
Bishopsgate
and Bishop
of Bath and
Wells,
1116-1138
Archbishop
of Canterbury
1138-1140
Died,
1140
Buried
in
West-
minster
Abbey,
London,
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EXHIBIT 10.1 - INDEX TO BUDGET AND FINANCIAL STATEMENTS FOR THE 2001-02 FISCAL YEAR

1990年1月1日，中国开始执行《中华人民共和国环境保护税法》，对直接向环境排放应税污染物的企业事业单位和其他生产经营者征收环境保护税。

DECREES IN CHIEF TO BOARD OF TRADE REPORTS (1801-2 to 1801-2)—continued.

DECREES	1801-2 Date	1801-2 Page	1801-2 Date	1801-2 Page	1801-2 Date	1801-2 Page	1801-2 Date	1801-2 Page	1801-2 Date	1801-2 Page	1801-2 Date	1801-2 Page
Hays, London, and Northern Counties Railway, South Buildings Acquisition Act,	—	—	—	—	—	—	—	—	—	—	—	—
Southern Railways,	—	—	—	—	—	—	—	—	—	—	—	—
South East,	—	—	—	—	—	—	—	—	—	—	—	—
South Western,	—	—	—	—	—	—	—	—	—	—	—	—
Stour Valley (and Rivermead) Railway,	—	—	—	—	—	—	—	—	—	—	—	—
Stephensons,	—	—	—	—	—	—	—	—	—	—	—	—
Stockport and Cheshire Railway,	—	—	—	—	—	—	—	—	—	—	—	—
Substitution of Devon & Exeter (Artificial Canal),	—	—	—	—	—	—	—	—	—	—	—	—
Stockport,	—	—	—	—	—	—	—	—	—	—	—	—
Stockton Pier,	—	—	—	—	—	—	—	—	—	—	—	—
Stockton,	—	—	—	—	—	—	—	—	—	—	—	—
See Railways (English and Foreign),	—	—	—	—	—	—	—	—	—	—	—	—
Trafford (Lancashire) Act 1802,	—	—	—	—	—	—	—	—	—	—	—	—
Treasury Decrees,	—	—	—	—	—	—	—	—	—	—	—	—
Tunstall Hall Harbour,	—	—	—	—	—	—	—	—	—	—	—	—
Western Union, Kingdom,	—	—	—	—	—	—	—	—	—	—	—	—
Whale Service,	—	—	—	—	—	—	—	—	—	—	—	—
Wharfedale and Wharfedale Railway,	—	—	—	—	—	—	—	—	—	—	—	—
Wharfedale, Bingley and Lancaster Railway,	—	—	—	—	—	—	—	—	—	—	—	—
West and South Coast Railways,	—	—	—	—	—	—	—	—	—	—	—	—
Whitby Harbour,	—	—	—	—	—	—	—	—	—	—	—	—
Whitburn Harbour,	—	—	—	—	—	—	—	—	—	—	—	—
Whitby Harbour,	—	—	—	—	—	—	—	—	—	—	—	—
Whitburn Buildings,	—	—	—	—	—	—	—	—	—	—	—	—

Extracts from the Whitehaven Harbour Company
by James Price & Co., Liverpool, 1871, p. 10, 1872, 1873.

MELLIFONT ABBEY
GROUND PLAN

